

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH
TRANSIT AUTHORITY APPROVING THE TITLE VI SERVICE EQUITY
ANALYSIS FOR AUGUST 2022 CHANGE DAY**

R2022-07-04

July 27, 2022

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Board of Trustees of the Authority (the “Board”), in keeping with the Federal Transit Administration’s requirements for public transit agencies and the Civil Rights Act of 1964 has considered and reviewed the Service Equity Analysis of the August 2022 Change Day (“Title VI Equity Analysis”) prepared by Authority staff; and

WHEREAS, the Board has desires to approve the Title VI Service Equity Analysis.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Title VI Service Equity Analysis prepared by Authority staff, a copy of which is attached hereto as Exhibit A, is hereby approved by the Authority.
2. That the Board hereby ratifies any and all actions taken by the Authority’s Executive Director, staff, and counsel in furtherance of and effectuating the intent of this Resolution.
3. That a copy of this Resolution shall be submitted to the Federal Transit Administration.
4. That the corporate seal be attached hereto.

Approved and adopted this 27th day of July 2022.

DocuSigned by:

Carlton Christensen

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Carlton Christensen, Chair
Board of Trustees

ATTEST:

DocuSigned by:

Shutt

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Secretary of the Authority



(Corporate Seal)

Approved As To Form:

DocuSigned by:

David Wilkins

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Legal Counsel

Exhibit A

AUGUST 2022 TITLE VI SERVICE EQUITY ANALYSIS



Title VI Service Equity Analysis

August 2022

Utah Transit Authority

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Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration's (FTA) Title VI objectives set forth in Circular 4702.1B by ensuring that UTA's services are equitably offered, and resources distributed without regard to race, color, or national origin.

The following analysis is of proposed changes to be implemented in August of 2022. These changes are being proposed to protect public funds and improve functionality of the system. Though the proposed changes are facially neutral, this analysis, in accordance with FTA requirements, will ensure that these changes will not have disproportionately negative impact on minority and low-income populations within UTA's service area. If these changes are found to be potentially discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

Proposed Changes

In 2020, UTA was faced with decreasing ridership and increasing uncertainty as the COVID-19 pandemic started and shut down most places of business. As a result, and in accordance with guidance from the FTA, many routes were suspended while many others had their service reduced. It is proposed that many of those changes become permanent in alignment in August of 2022. There are 29 major changes proposed related to UTA's pandemic response.

Additionally, there are 20 proposed changes being proposed to work towards UTA's service goals as outlined in the 5-year service plan. These changes are being proposed for August Change Day.

Summary of Findings

As could be expected, UTA's response to ridership changes during a pandemic reshaped service in a broad way. Many of the routes with proposed changes have potential for Title VI findings. In most of these instances there were either underlying service that followed the path of eliminated routes or there was an introduction of new routes or UTA On Demand services that negated the findings. One route discontinuation and one route reduction did not have immediate replacements. UTA reviewed alternatives and determined that the only way to balance UTA's business needs would be to proceed with the proposed changes as they stand.

UTA Policy and Definitions

UTA has developed corporate policy 1.1.28 Title VI Compliance Policy to define and evaluate the impacts of proposed major services changes on minority and low-income populations in conjunction with a public outreach process. In developing this policy, UTA solicited feedback through publications within the service area, published on UTA's website (rideuta.com), and Utah's government website in the public notices section (Utah.gov) which provides translation options. In conjunction with the Salt Lake County Office of Diversity Affairs, which maintains an email list of local entities and individuals with interest in diversity issues, UTA sent an email notification soliciting feedback in the development of this policy. Additional targeted outreach was done, which included mailing a letter and the policy or sending emails to community organizations that work with minority or low-income populations.

The following references to policy are from subsections of corporate policy 1.1.28 and were created to ensure that all equity analyses are performed using the same parameters and are in line with FTA Circular 4702.1B.

Definitions

- A. *"Disparate Impact"* refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.
- B. *"Disproportionate Burden"* refers to a neutral policy or practice that disproportionately affects the low-income population more than non-low-income populations.
- C. *"Flex Route"* refers to a route that, upon request, can deviate from its fixed route to provide a curbside pick-up or drop-off of up to $\frac{3}{4}$ of a mile around the fixed route. Deviations from the fixed route cost an additional \$1.25.
- D. *"Low-income Population"* refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.
- E. *"Minority Person"* include the following:
 - 1. American Indian or Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.

2. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
 3. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
 4. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
 5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- F. *"Minority Population"* means any readily identifiable group of minority persons who live in geographic proximity.
- G. *"National Origin"* means the particular nation in which a person was born, or where the person's parents or ancestors were born.
- H. *"UTA On Demand"* is a demand response service offered by UTA in specific geographic regions. The fare mirrors UTA's base fare. The service provides curbside pickup and drop off anywhere within the geographic area with a focus on connecting people to transit that live in areas where traditional bus routes or rail lines are not financially reasonable. It is an app-based program that matches multiple riders headed in a similar direction into a single vehicle, with routing that allows for quick and efficient shared trips without lengthy detours or relying on fixed route schedules. Riders without access to a smart phone are able to call into customer service and schedule a ride. Cash payments are not an option on this service.
- I. *"Ridership Data"* The ridership data is the information gathered through the onboard survey showing the demographics of the people using a fare type and/or riding on a specific route. This data is used when analyzing proposed changes to fares and commuter routes. See below for the current ridership demographic gathered in 2019.

<i>Low-Income Ridership Average:</i>	
Population:	13,417
Low-Income Population:	4,515
Percent Low-income:	33.7%

<i>Minority Ridership Average:</i>	
Population:	13,378
Minority Population:	3,459
Percent Minority:	25.9%

- J. *"System Average"* The system average is the averages of minorities and low-income persons within the total populous of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2016-2020 5-year population estimates provided by the American Community Survey (ACS).

<i>Low-Income System Average:</i>	
Population:	2,395,604
Low-Income Population:	387,141
Percent Low-income:	16.2%

<i>Minority System Average:</i>	
Population:	2,431,465
Minority Population:	565,563
Percent Minority:	23.3%

Major Service Change

UTA will consider the following types of changes to be “major changes”, which require public input and a Title VI equity analysis in compliance with FTA’s Circular 4702.1B

- a) The addition of service;
- b) A proposed service level reduction in miles, hours, or trips of thirty three percent (33%) or more of any route;
- c) The elimination of all service during a time period (peak, midday, evening, Saturday, or Sunday);
- d) A proposed twenty-five (25%) or greater change in route alignment;
- e) A proposed fare change.

Evaluation and Analysis of Service and Fare Changes

1. UTA will analyze proposed major changes to service and any proposed fare changes in accordance with FTA's Circular C 4702.1B as amended.
2. UTA will evaluate the impacts of all major service changes cumulatively when there is more than one route being affected for a service change period
3. UTA will primarily utilize American Community Survey (ACS) Data, block group data and/ or ridership data to evaluate and analyze any proposed major service and fare changes. This data will be analyzed with Geographic Information System (GIS) software.
4. UTA will rely on population data and use the smallest geographic area that reasonably has access to the stop or station effected by the proposed major service change. This will be translated into a one-quarter mile radius to a bus stop, one-half mile to a light rail station and three miles to a commuter rail station.

Disparate Impact and Disproportionate Burden

1. UTA will measure the burdens of service and fare changes on minority riders to determine when minority riders are bearing a disparate impact from the change between the existing service or fare and the proposed service or fare.
2. UTA will measure the burdens of service and fare changes on low-income riders to determine when low-income riders are bearing a disproportionate burden of the change between the existing service or fare and the proposed service or fare.

3. A threshold of 5% will be used to determine disparate impact on minority populations and disproportionate burden on low-income populations. This 5% is based on the margin of error from the US Census data that UTA uses to determine the populations in the service area. This means that if the burden of the service or fare change on minority or low-income populations is more than 5% worse than it is for the non-protected populations, then the change will be considered either a disparate impact or a disproportionate burden.

Finding a Disparate Impact

1. At the conclusion of UTA's Analysis, if UTA finds a disparate impact on the basis of race, color, or national origin, UTA shall seek to modify the proposed changes in a way that will mitigate the adverse effects that are disproportionately borne by minorities. Modifications made to the proposed changes must be reanalyzed in order to determine whether the modifications actually removed the potential disparate impacts.
2. If UTA chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change only if:
 - a. UTA has substantial legitimate justification for the proposed change; and
 - b. UTA can show that there are no alternatives that would have a less disparate impact on the minority riders but would still accomplish the transit provider's legitimate program goals. In order to show this, UTA must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative

Finding a Disproportionate Burden

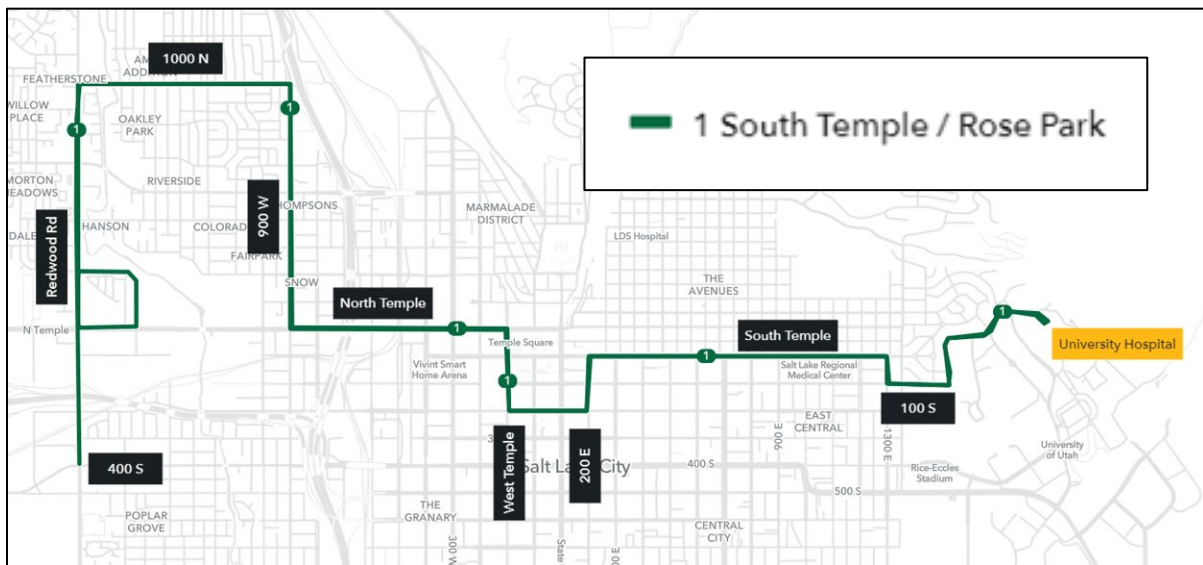
If at the conclusion of the analysis, UTA finds that low-income populations will bear a disproportionate burden of the proposed major service change, UTA will take steps to avoid, minimize, or mitigate impacts where practicable. UTA will also describe alternatives available to low-income passengers affected by the service changes.

Proposed Changes – August Changes

UTA has proposed twenty major changes for August Change Day. These changes would be enacted on August 7, 2022 and a table is below summarizing the proposed changes.

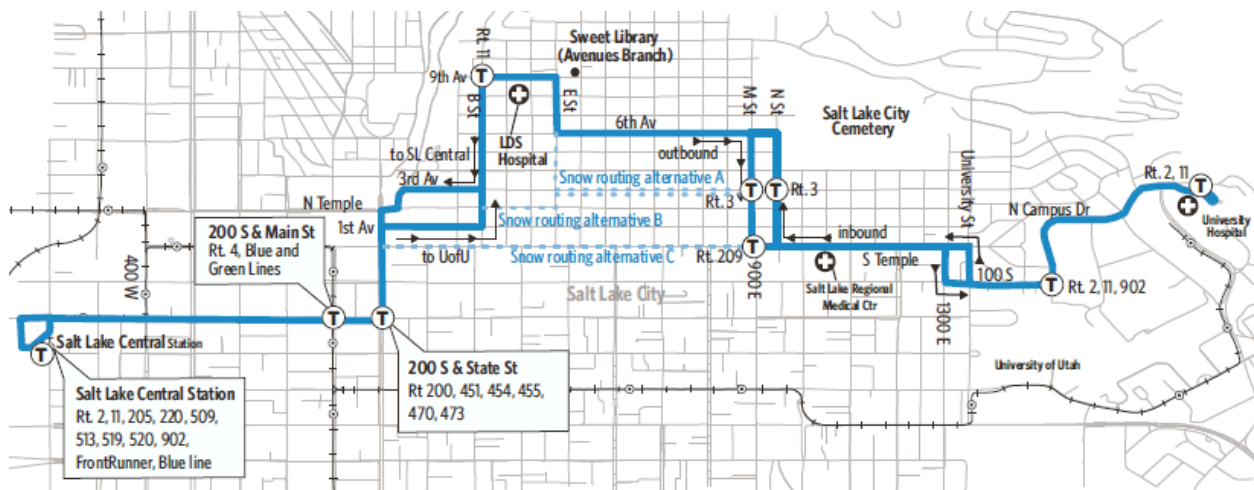
Routes 1, 6, 209

It is proposed to introduce a new route along and through downtown Salt Lake City. It will connect the University Hospital through downtown and into the West side of Salt Lake down through Redwood Road. This will replace portions of Routes 6, 519, 520, 919, and 920. Below is a map of the proposed route. The addition of new service is considered a major change.



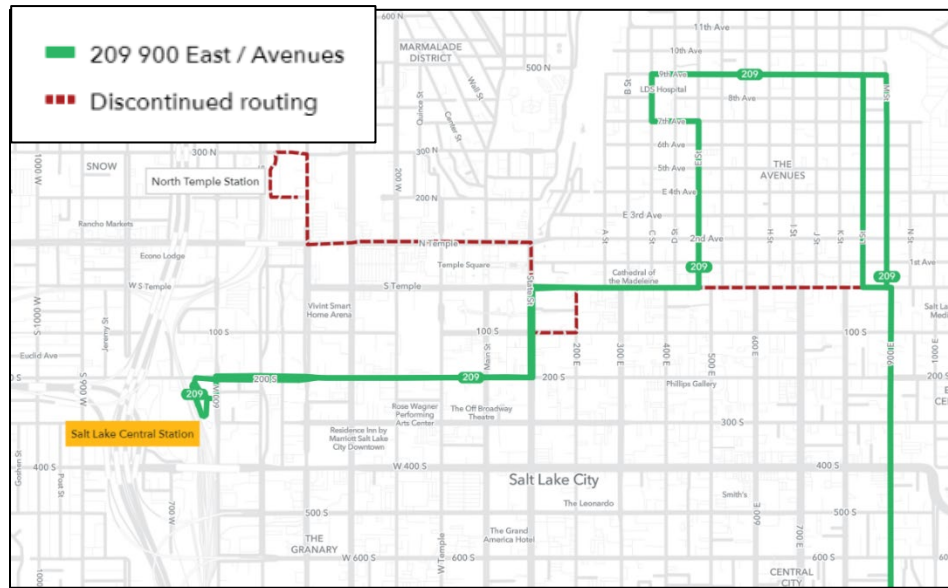
Route 6

It is proposed to discontinue Route 6. An elimination of service constitutes a major change.

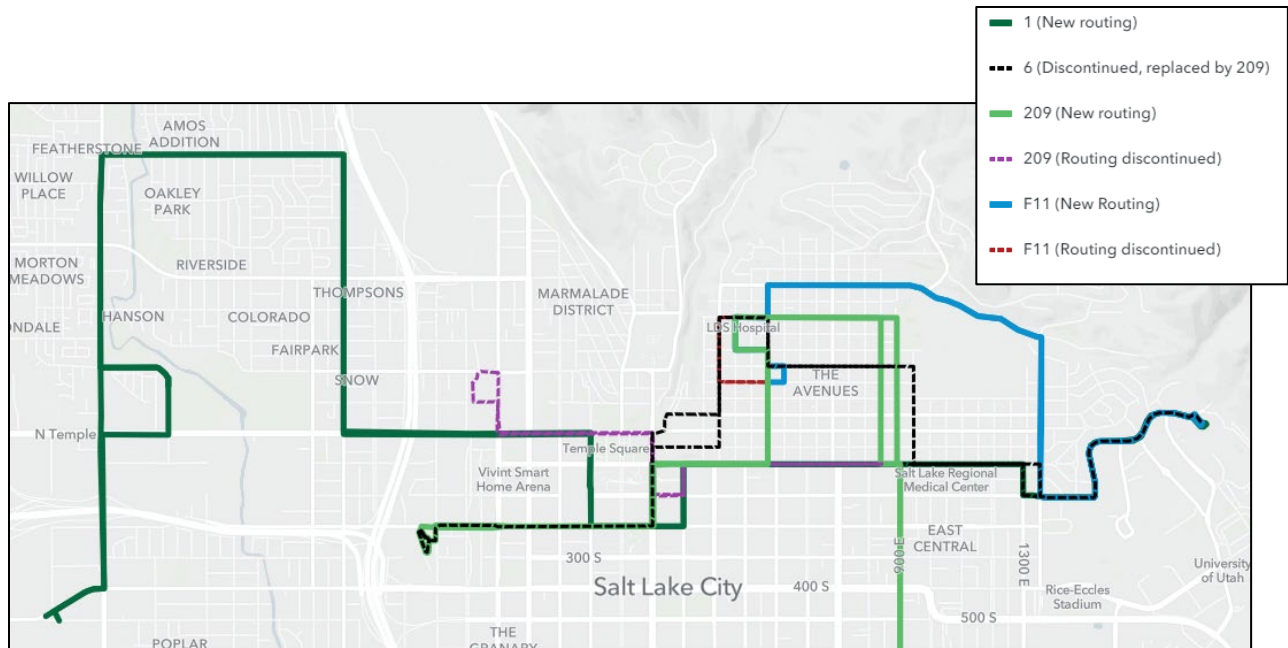


Route 209

It is proposed to modify routing on the 209 to make it more efficient and provide direct access to Salt Lake Central Station. A greater than 25% alignment change constitutes a major change.

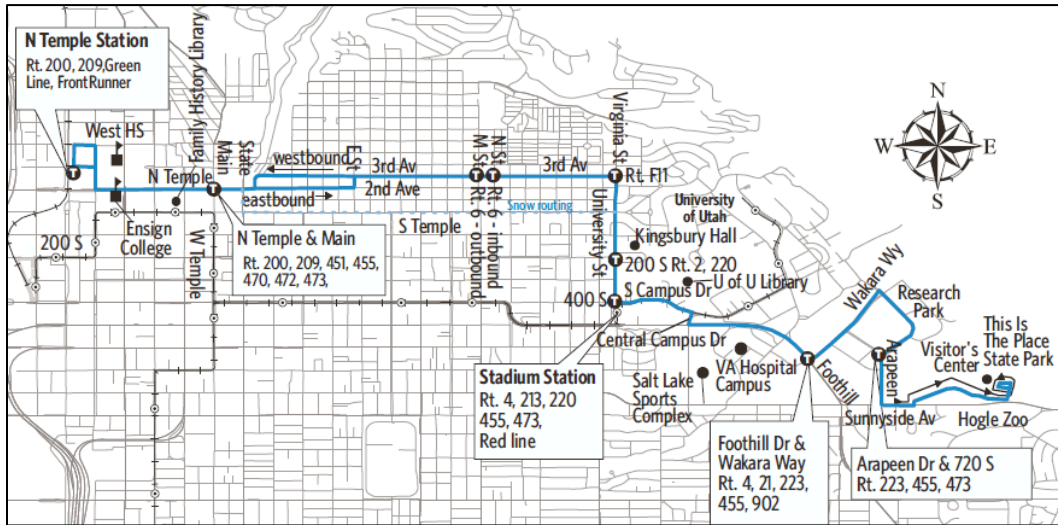


As depicted below, there are multiple proposed changes in the Salt Lake City area. When viewed in totality there is a coordinated effort to replace the routes being discontinued.

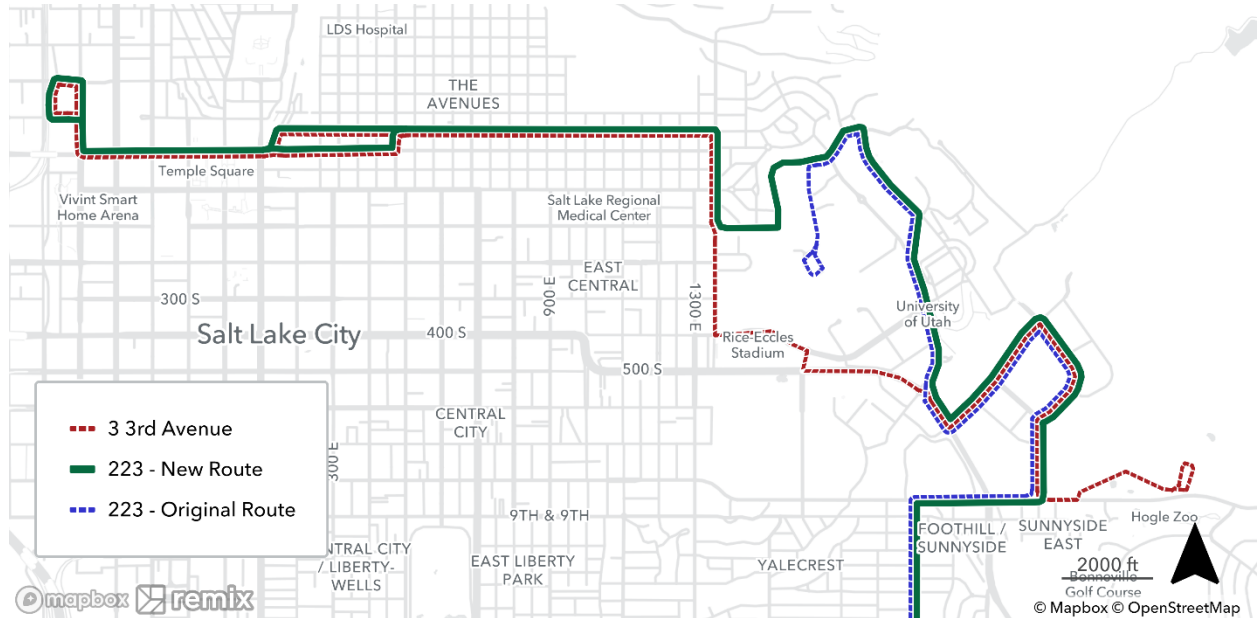


Routes 3 & 223

It is proposed to discontinue Route 3. Discontinuing a route is considered a major change.

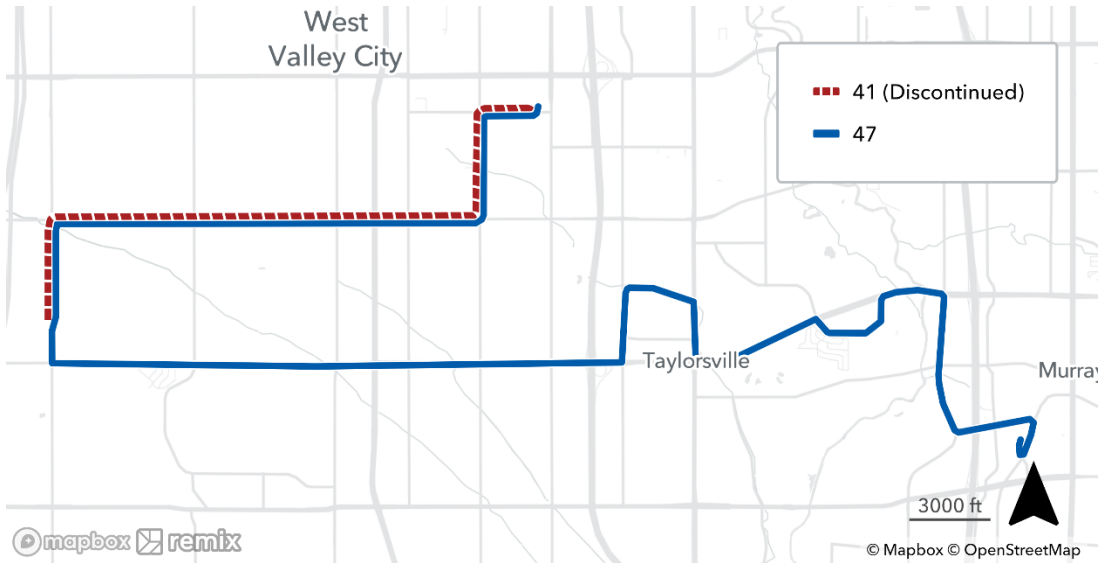


In response to the removal of Route 3, UTA has proposed to change the alignment of Route 223 in the northern end of the route to cover portions of Route 3 which is proposed to be eliminated. The map below shows the current alignment of route 223 which terminates in a circular route at the University of Utah. The turn-around route has been discontinued and instead will continue through downtown along the same alignment as Route 3.



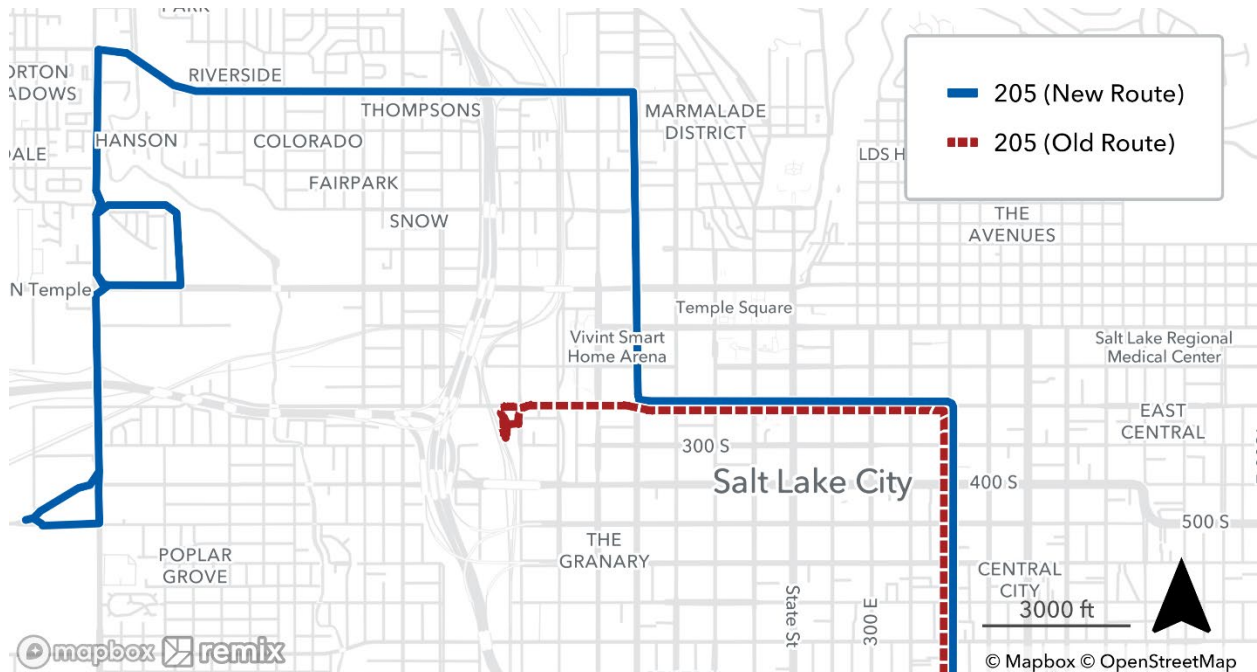
Routes 41 & 47

Route 41 is being eliminated and immediately replaced by an extension to route 47. An elimination of service and an alignment change in excess of 25% both constitute a major change.



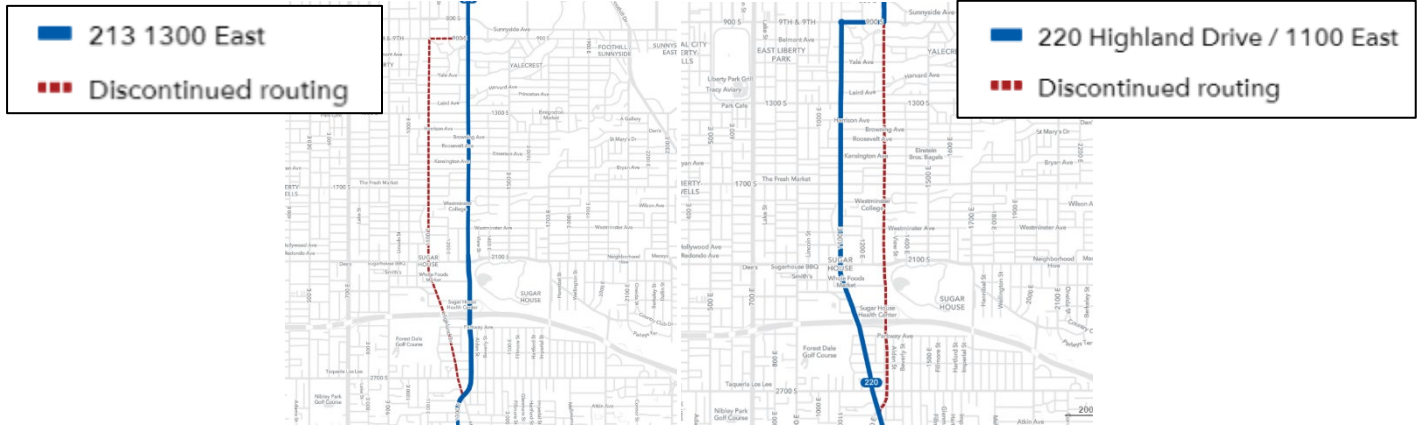
Route 205 – Alignment Change

UTA has proposed to realign service along the 205 to Salt Lake Central station and add to the alignment northward and farther westward as shown in the map below. An alignment change in excess of 25% constitutes a major change.



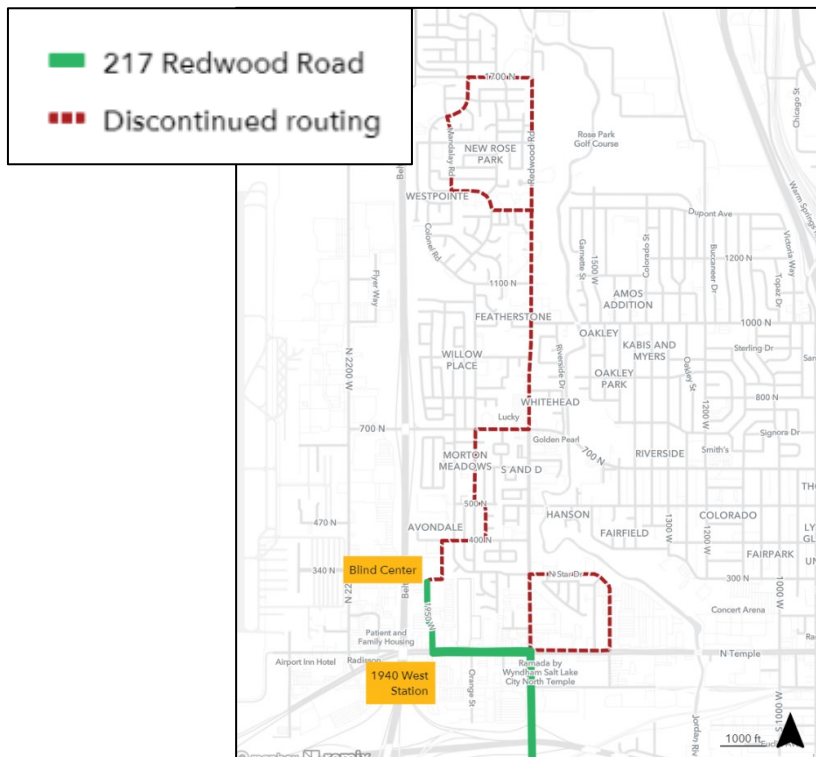
Route 213 & 220 – Alignment Change

It is proposed to change the alignments of Routes 213 and 220 exchange their routing with each other along 1300 East and Highland Drive with 1100 East until 900 South where they return to their original routing. A change of alignment in excess of 25% of the original alignment constitutes a major change. See maps below to illustrate the changes.



Route 217 – Alignment Change

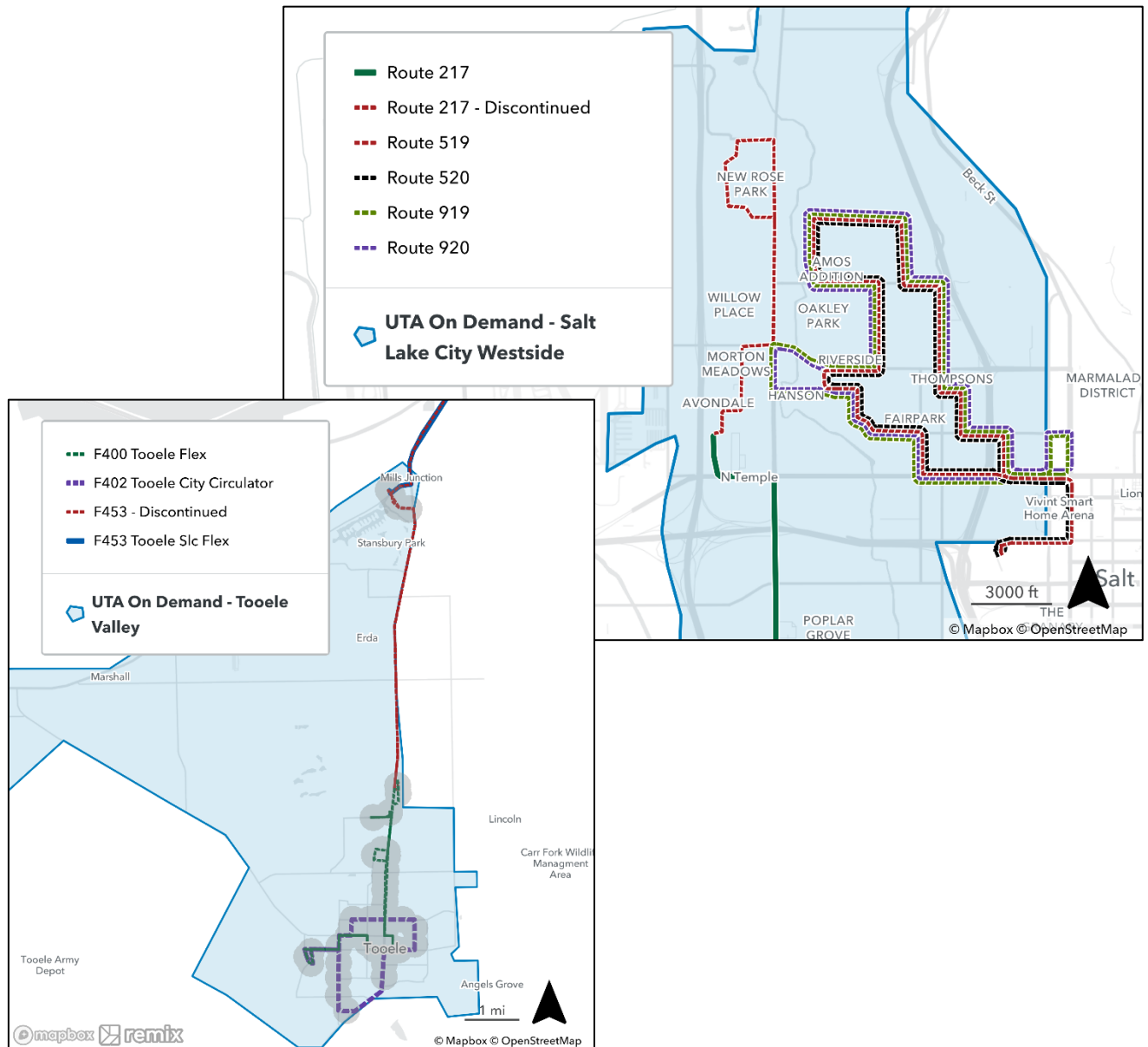
It is proposed to remove the sections of Route 217 that goes into the Rose Park area north of North Temple. This area of Rose Park has had the addition of On Demand service. A change of alignment in excess of 25% of the original alignment constitutes a major change.



Routes 519, 520, 919, 920, F400, F402, F453

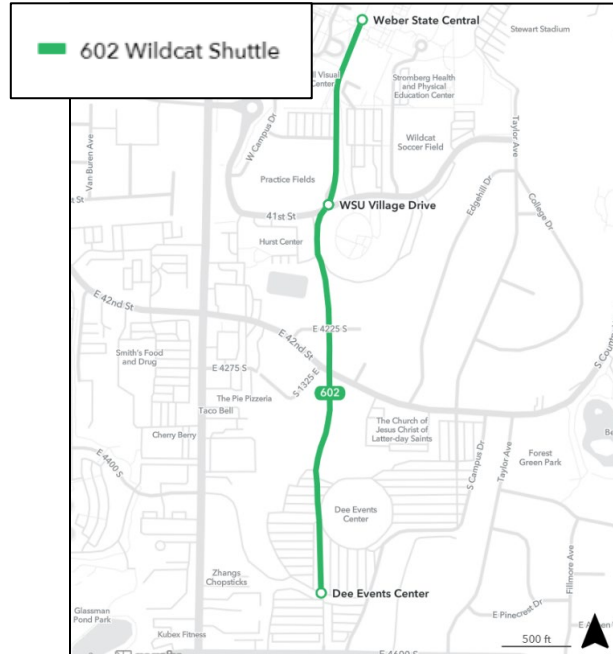
It is proposed to eliminate routes 519, 520, 919, and 920. These routes are in the Rose Park area of Northern Salt Lake City. These routes go along much of the same alignment as each other as shown in the following map. These routes go through some roads that are residential and many stops are in front of homes. In addition, UTA has also proposed to eliminate routes F400 and F402 and a section of the F453 in Tooele. These routes provide service around the center Tooele. Any discontinuation of a route constitutes a major change.

In both of these areas, UTA is proposing to implement UTA On Demand service which acts as a replacement for the routes being discontinued. On Demand has the same fare cost as a fixed route bus but provides curbside pickup and drop off anywhere within the service area.



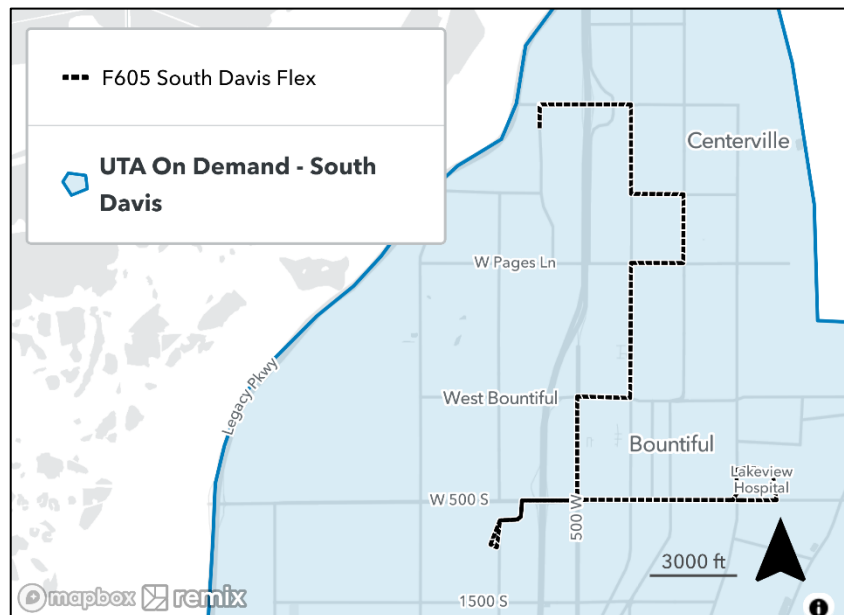
Route 602 – New Route

UTA has proposed a new route to serve as a shuttle between Weber State Central campus and the Dee Events Center. This service will run every 5-15 minutes when Weber State is holding classes and will act as a precursor to the upcoming BRT service in the area. The introduction of new service constitutes a major change.



Route F605 – Discontinuation

It is proposed to discontinue Route F605 to be replaced by UTA On Demand Service in the Bountiful area. Any discontinuation of a route constitutes a major change.



Proposed Changes – Pandemic Response

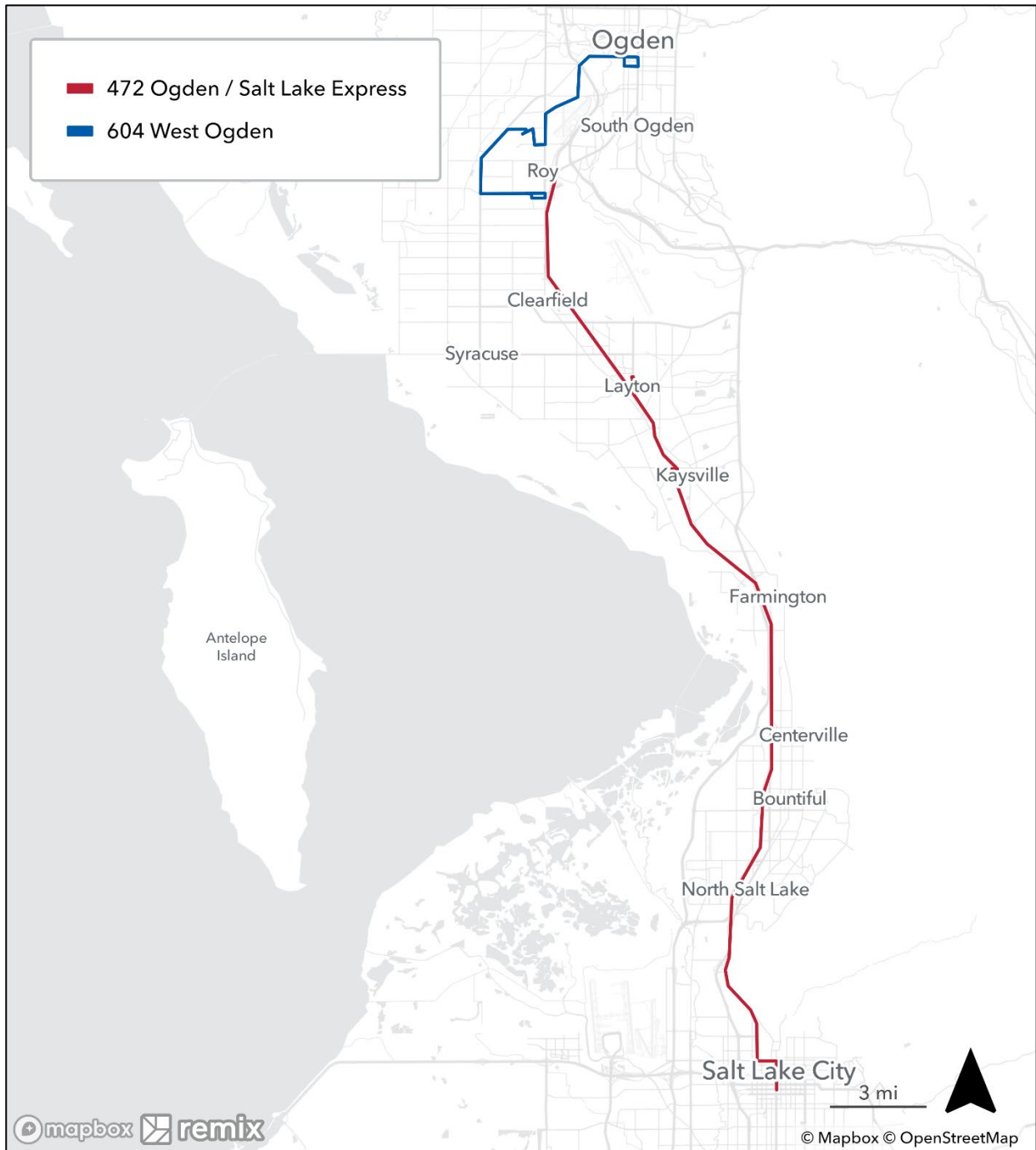
The pandemic in 2020 created substantial uncertainty and instability. As UTA sought to adapt to the ever-changing circumstances created by COVID-19, the Federal Transit Administration released guidance excluding pandemic related changes from the requirement to conduct a Service and Fare Equity Analysis. UTA discussed these changes consistently through an equity lens, but no formal analysis was performed or submitted to UTA’s Board of Trustees for approval. As the pandemic related changes have ended, UTA is at this time formalizing all changes through this equity analysis and all temporary changes have either ended or are being made permanent as of August Change Day 2022. UTA is proposing to formally adopt 29 changes to the system. 16 proposals would eliminate a route and 13 would reduce the amount of service by greater than 33%, both of which would constitute a major change. In addition to these 29 changes, UTA is also proposing to make 24 increases in either their frequency or span of service permanent. These increases do not, however, constitute a major change but are mentioned here to illustrate that other services were increased to compensate for decreases.

Reductions in Service

The table below lists the routes currently running a reduced schedule when compared to their pre-pandemic service levels. It is proposed that these reductions would become permanent on August Change Day.

Area	Route	Change	Decrease Type
Salt Lake County	17	Reduced Service	Frequency
Salt Lake County	41	Reduced Service	Frequency
Salt Lake County	45	Reduced Service	Frequency
Salt Lake County	47	Reduced Service	Frequency
Salt Lake County	54	Reduced Service	Frequency
Salt Lake County	205	Reduced Service	Frequency
Salt Lake County	209	Reduced Service	Frequency
Salt Lake County	220	Reduced Service	Frequency
Salt Lake County	223	Reduced Service	Frequency
Salt Lake County	227	Reduced Service	Frequency
Salt Lake County	248	Reduced Service	Frequency
Davis & Weber	472	Reduced Service	Trips
Davis & Weber	604	Reduced Service	Frequency
Utah County	833	Reduced Service	Frequency

Reduced Service in Davis and Weber Counties

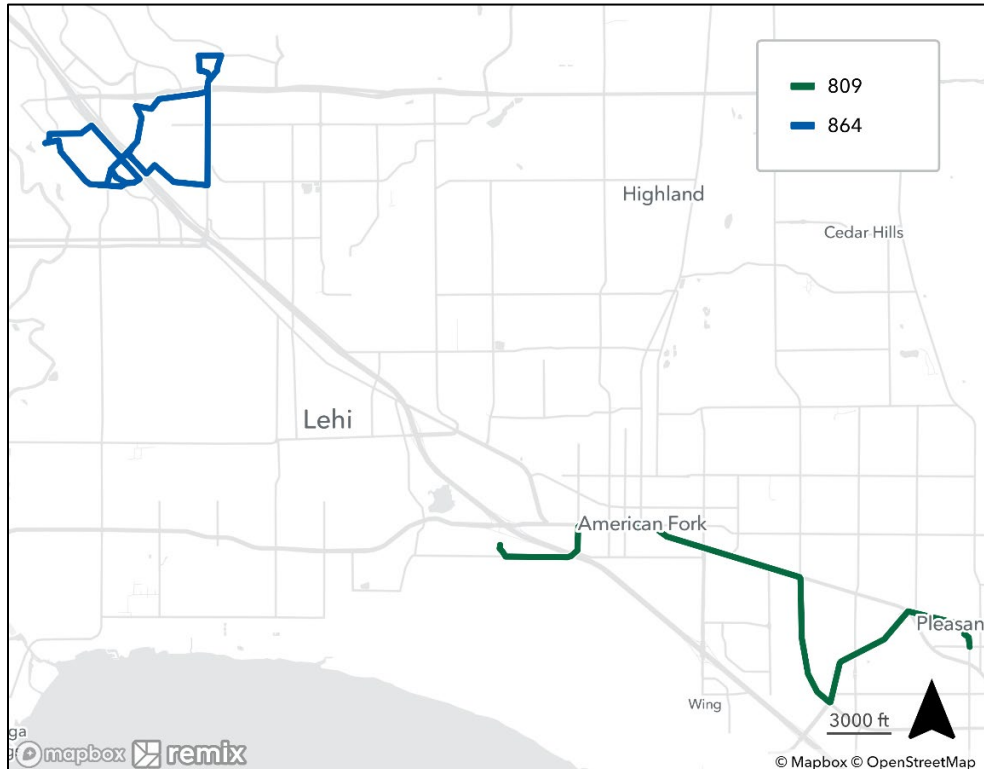


Discontinuations in Service

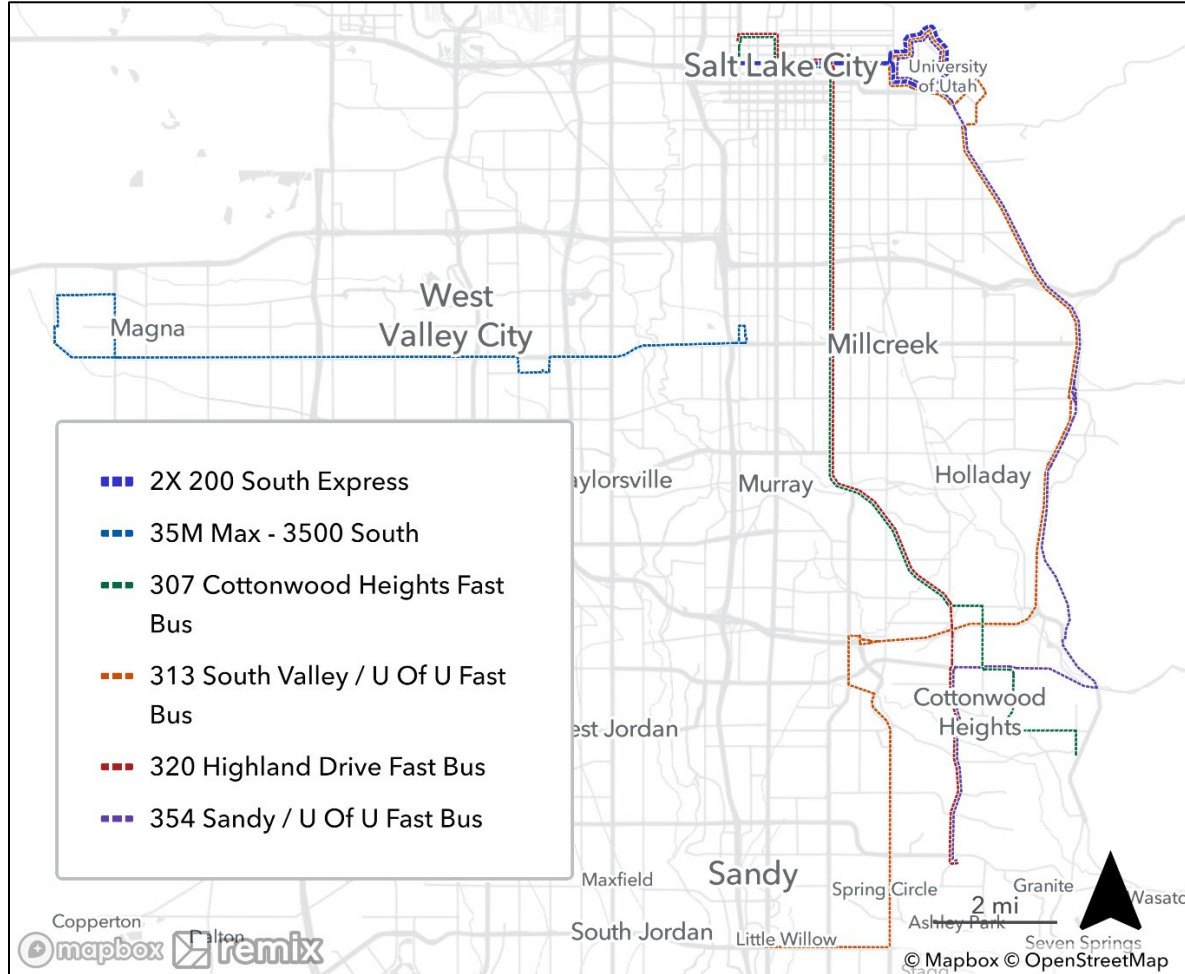
The table below lists the routes that have been discontinued during UTA's pandemic response. It is proposed that these route eliminations would become permanent on August Change Day.

Area	Route	Change
Salt Lake	2X	Discontinued
Salt Lake	35M	Discontinued
Salt Lake	307	Discontinued
Salt Lake	313	Discontinued
Salt Lake	320	Discontinued
Salt Lake	354	Discontinued
Davis & Weber	456	Discontinued
Davis & Weber	460	Discontinued
Davis & Weber	461	Discontinued
Davis & Weber	462	Discontinued
Davis & Weber	463	Discontinued
Davis & Weber	471	Discontinued
Davis & Weber	608	Discontinued
Davis & Weber	616	Discontinued
Utah Co	809	Discontinued
Utah Co	864	Discontinued

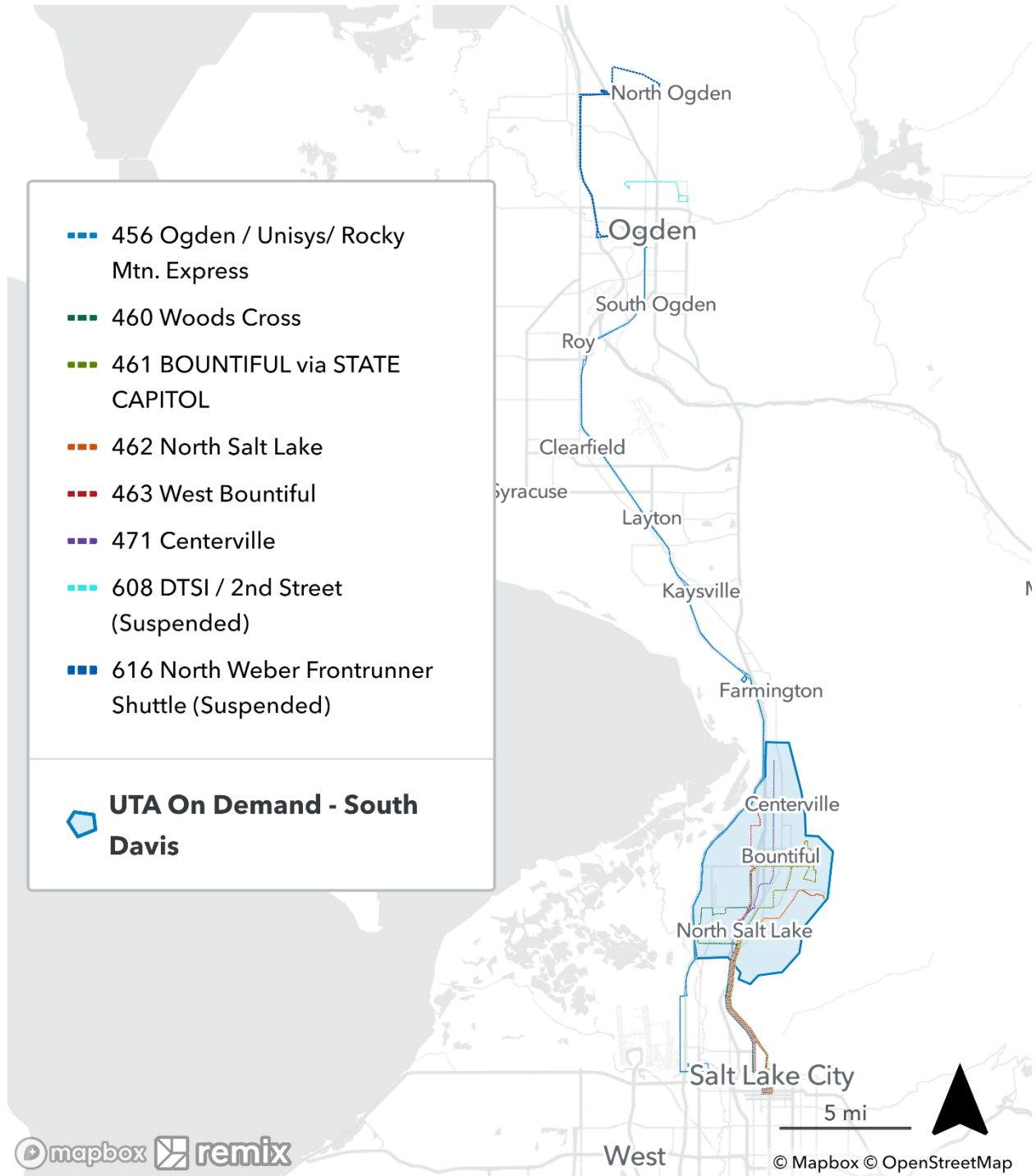
Discontinued Routes in Utah County



Discontinued Routes in Salt Lake County



Discontinued Routes in Weber and Davis Counties



Analysis of Proposed Changes

UTA has analyzed the potential impacts of any major service change as it relates to low-income and minority populations and evaluated the potential for adverse impact on these groups. To this end, UTA has created the maps, tables and related data found in this section. The data in this section was compiled utilizing American Community Survey (ACS) 2019 5-year estimates, which was dispersed into census blocks, in lieu of the larger block groups to use the smallest geographic area possible for the analysis. The distribution was dictated by population ratios from 2010 Census Data. Proposed service changes were analyzed based on the stops, flex route radii, and stations serviced by the impacted route. Some stop locations are approximate and may be in a different location once land is acquired or permissions are granted for land use. All bus stop locations have had a one quarter mile walkability radius applied to them, which was based on the actual accessibility of the stop or station by road. If applicable, Flex routes have a three-quarter mile radius attached to the alignment due to the deviation capabilities of that service type. Any census block that was overlapped by any of these radii had its population included as those impacted by the proposed changes. These aggregated numbers were compiled as a comparison group to the service area average to determine whether there would be a disparate impact on minority populations and/or a disproportionate burden borne by low-income populations.

Total low-income population was calculated using ACS household income data which excludes certain housing types where a “household” does not reflect those within certain types of living quarters (e.g., prisons, college dormitories, etc.). For this reason, the total minority population and the total low-income population differed at varying degrees contingent upon the number of this household type within the impacted area.

The maps in this section show the route, individual stops, flex route radii and census blocks with concentrations of low-income households or minority individuals above the system average shaded.

August 2022 Proposed Changes

Below is a table of the route-level demographics of those impacted by the proposed changes and then the percentage difference of those impacted compared to the system average. Values highlighted in red have been identified as having a potential for a disparate impact or disproportionate burden and require further analysis in order to proceed.

Negative Changes

Area	Route Number	Change Type	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
Salt Lake	3	Discontinued	23.09%	24.18%	-0.21%	7.98%
Salt Lake	6	Discontinued	22.53%	20.37%	-0.77%	4.17%
Salt Lake	41	Discontinued	48.74%	16.75%	25.44%	0.55%
Salt Lake	217	Alignment Change	57.8%	27.8%	34.5%	11.6%
Salt Lake	519	Discontinued	53.14%	35.25%	29.84%	19.05%
Salt Lake	520	Discontinued	52.59%	34.66%	29.29%	18.46%
Salt Lake	919	Discontinued	57.96%	36.02%	34.66%	19.82%
Salt Lake	920	Discontinued	57.60%	35.98%	34.30%	19.78%
Tooele	F400	Discontinued	18.0%	21.4%	-5.3%	5.2%
Tooele	F402	Discontinued	18.6%	22.6%	-4.7%	6.4%
Tooele	F453	Alignment Change	45.2%	27.9%	21.9%	11.7%
Davis & Weber	F605	Discontinued	13.6%	10.8%	-9.7%	-5.4%

Positive Changes

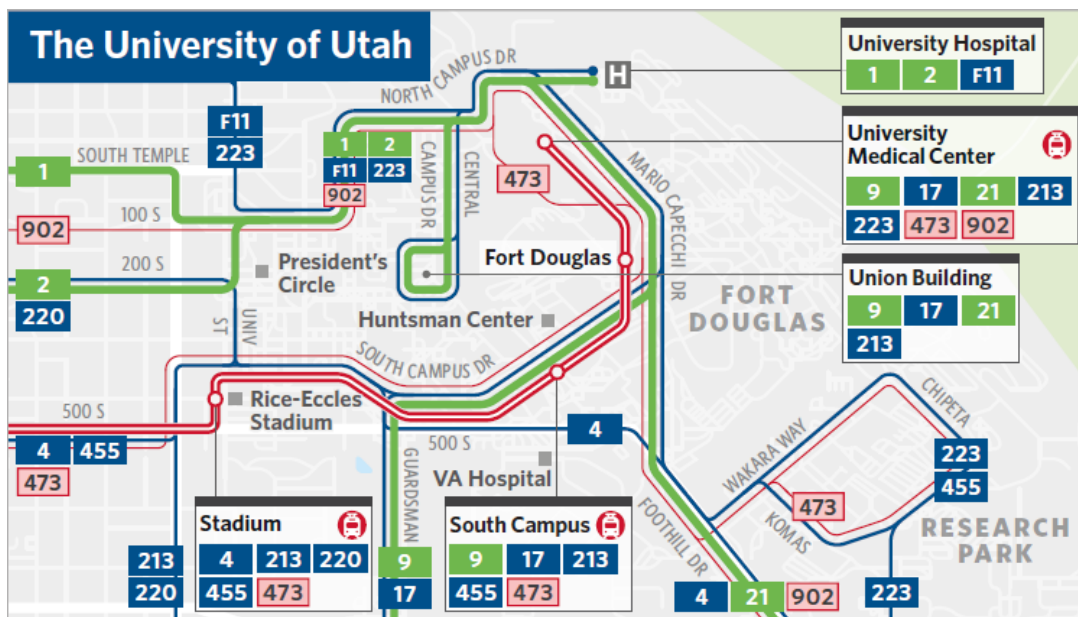
Area	Route Number	Change Type	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
Salt Lake	209	Alignment Change	21.17%	20.48%	-2.13%	4.28%
Salt Lake	213	Alignment Change	21.4%	18.3%	-1.9%	2.1%
Salt Lake	220	Alignment Change	19.21%	18.61%	-4.09%	2.41%
Salt Lake	1	New Route	47.0%	32.1%	23.7%	15.9%
Salt Lake	47	Alignment Change	48.77%	21.37%	25.47%	5.17%
Salt Lake	205	Alignment Change	43.49%	28.29%	20.19%	12.09%
Salt Lake	223	Alignment Change	16.85%	15.27%	-6.45%	-0.93%
Davis & Weber	602	New Route	31.66%	21.91%	8.36%	5.71%

Evaluation of Findings

Based on the demographics of the population being impacted by the proposed changes, there is a potential for seven findings of a disparate impact and nine potential findings of a disproportionate burden. As these proposals are considered in the totality of the situation, however, many of them are immediately negated by the introduction of UTA On Demand Service in Salt Lake City. Routes 217, 519, 520, 919, 920, F400, F402, and F453 are all being replaced immediately by UTA On Demand service. UTA has determined that the addition will offset any potential findings since there is a potential for more convenient service.

In addition to a direct replacement through UTA On Demand, the potential disparate impact on riders along Route 41 is immediately negated by the extension of Route 47 to cover all of the same areas being left by the 41.

The proposed removal of Route 3 also poses a potential for a disproportionate burden in the areas being removed along Foothill Drive, through Campus Drive, and Virginia Street. This area is right on University of Utah’s campus and contains a high concentration of low-income individuals. When just the excluded stops are looked at, they are comprised of 40.1% low-income households. However, since this area is so near the school there is a high concentration of transit including the Red Line of TRAX, and a substantial number of bus lines. As an illustration of the number of routes in the area, the map below shows the bus routes available after August Change Day. Considering the number of alternatives presented, UTA finds that the potential finding has been mitigated even in the areas where a direct and immediate replacement may not be implemented.



Pandemic Response

Below is a table of the route-level demographics of those impacted by the proposed change and then the percentage difference of those impacted compared to the system average. Values highlighted in red have been identified as having a potential for a disparate impact or disproportionate burden and require further analysis in order to proceed.

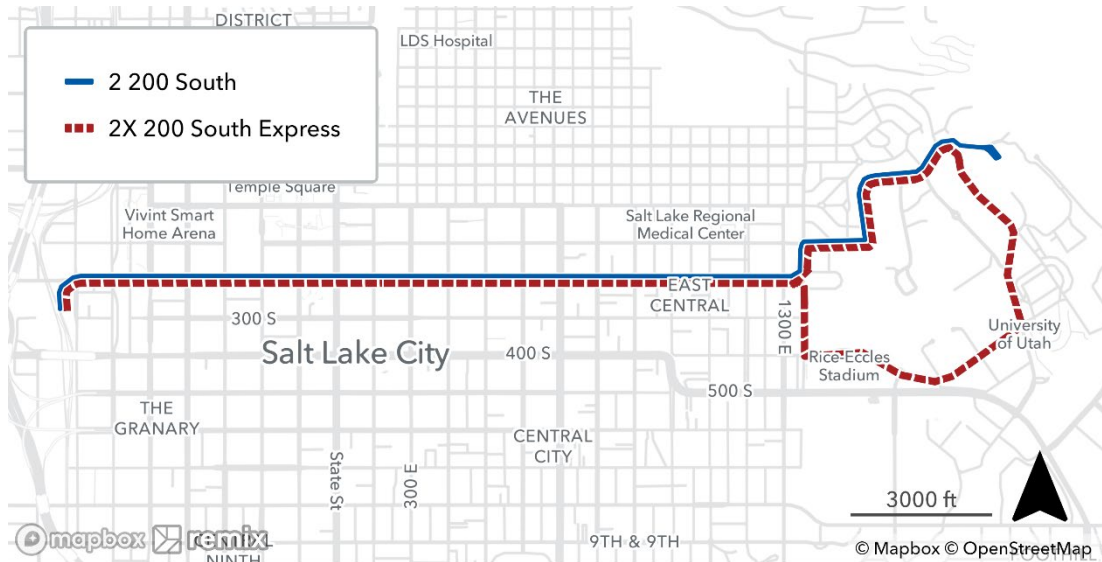
Area	Route Number	Change Type	Route Minority	Route Low-Income	Min Difference	Low Income Difference
Salt Lake	2X	Discontinued	29.56%	40.41%	6.26%	24.21%
Salt Lake	17	Reduced Service	25.53%	18.17%	2.23%	1.97%
Salt Lake	35M	Discontinued	47.95%	24.71%	24.65%	8.51%
Salt Lake	45	Reduced Service	18.26%	14.97%	-5.04%	-1.23%
Salt Lake	47	Reduced Service	48.77%	21.37%	25.47%	5.17%
Salt Lake	54	Reduced Service	36.19%	16.99%	12.89%	0.79%
Salt Lake	205	Reduced Service	35.49%	24.82%	12.19%	8.62%
Salt Lake	209	Reduced Service	21.09%	19.62%	-2.21%	3.42%
Salt Lake	220	Reduced Service	19.21%	18.61%	-4.09%	2.41%
Salt Lake	223	Reduced Service	14.12%	11.81%	-9.18%	-4.39%
Salt Lake	227	Reduced Service	35.54%	11.30%	12.24%	-4.90%
Salt Lake	248	Reduced Service	43.67%	18.53%	20.37%	2.33%
Salt Lake	307	Discontinued	21.52%	19.89%	-1.78%	3.69%
Salt Lake	313	Discontinued	20.86%	15.95%	-2.44%	-0.25%
Salt Lake	320	Discontinued	21.52%	19.89%	-1.78%	3.69%
Salt Lake	354	Discontinued	16.28%	13.70%	-7.02%	-2.50%
Davis & Weber	456	Discontinued	39.6%	27.1%	16.3%	10.9%
Davis & Weber	460	Discontinued	24.52%	14.64%	1.22%	-1.56%
Davis & Weber	461	Discontinued	17.17%	13.03%	-6.13%	-3.17%
Davis & Weber	462	Discontinued	17.02%	13.58%	-6.28%	-2.62%
Davis & Weber	463	Discontinued	21.09%	15.54%	-2.21%	-0.66%
Davis & Weber	471	Discontinued	18.83%	14.67%	-4.47%	-1.53%
Davis & Weber	472	Reduced Service	22.82%	18.37%	-0.48%	2.17%
Davis & Weber	604	Reduced Service	25.19%	16.39%	1.89%	0.19%
Davis & Weber	608	Discontinued	40.25%	25.45%	16.95%	9.25%
Davis & Weber	616	Discontinued	22.48%	13.49%	-0.82%	-2.71%
Utah Co	809	Discontinued	22.43%	22.86%	-0.87%	6.66%
Utah Co	833	Reduced Service	43.45%	27.58%	20.15%	11.38%
Utah Co	864	Discontinued	19.51%	10.04%	-3.79%	-6.16%

Evaluation of Findings

Based on the demographics of the population being impacted by the proposed changes, there is a potential for ten findings of a disparate impact and eight potential findings of a disproportionate burden. The remainder of this section will review those potential findings in depth to evaluate whether these changes require additional analysis.

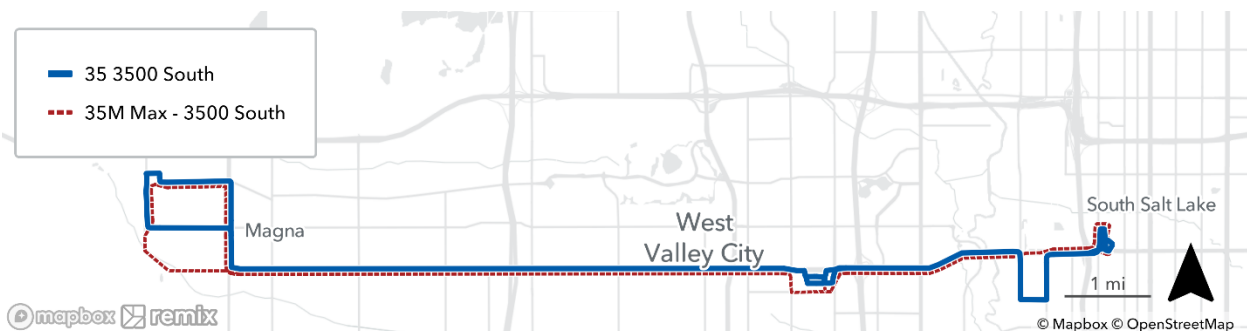
Route 2X

This route is largely a duplication of Route 2 as the map shows below. Route 2's span of service was increased to provide more service to the area. As established previously, the University of Utah has considerable service to the area which would provide viable and meaningful access to areas no longer serviced by the 2X.



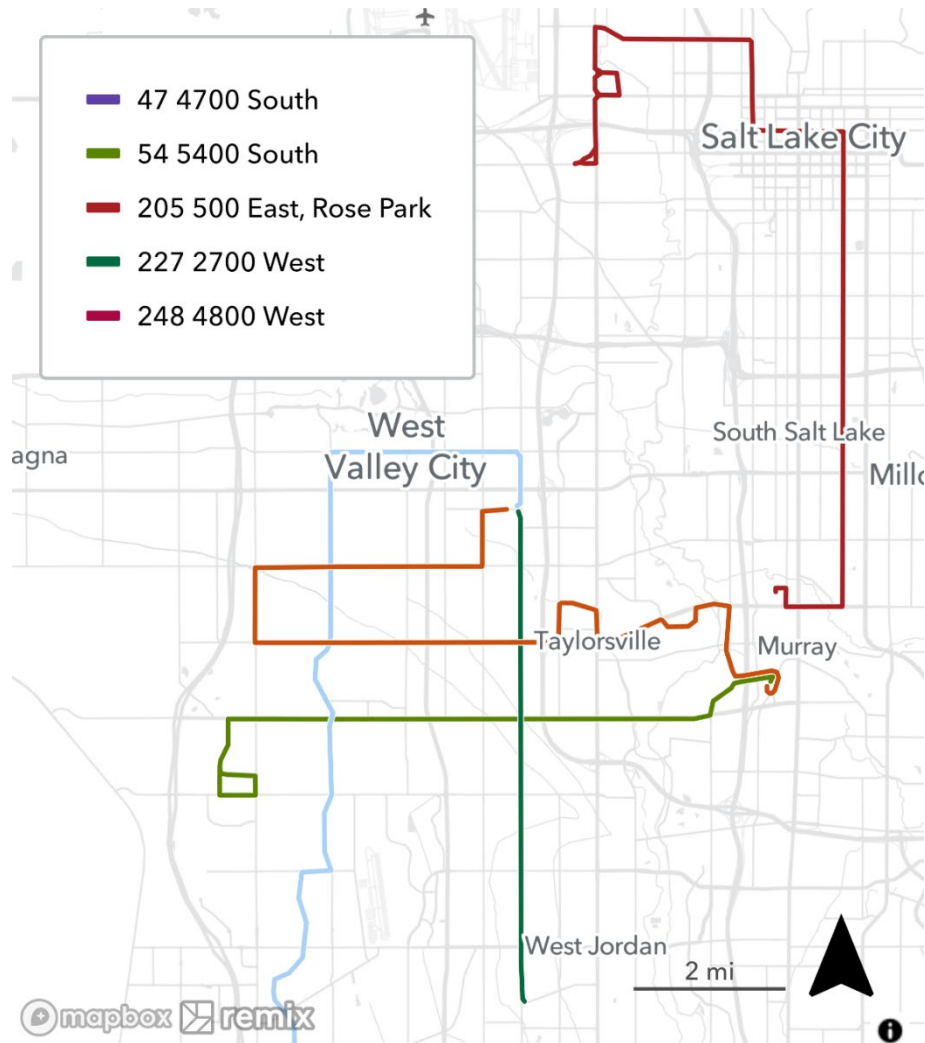
Route 35M

Route 35M was suspended in April of 2020 to address the decrease in service. As with the 2X, the 35M has underlying service that covers the majority of the area no longer. Below is the 35 and the 35M to illustrate the overlap.



Routes 47, 54, 205, 227, & 248

UTA has proposed to reduce service along five routes in Salt Lake County in response to demand. These changes would decrease the headways to 30 minutes on weekdays and 60 minutes on Saturday for Routes 47 and 54 and decrease weekday headways to 60 minutes on Routes 205, 227, and 248. See a map below of these routes.



These routes saw a sharp decline in ridership during the pandemic of about 44%. To balance the decreased, UTA decreased the frequency and regularly monitored vehicle loads in order to prevent overcrowding on vehicles. Adjustments were made if vehicles were approaching capacity to prevent the spreading of COVID-19. Even with these measures, these routes were never brought back to pre-pandemic service levels. UTA is monitoring the demand closely, but has both limited budget and an operator shortage that is providing a substantial need for reduced service. UTA has considered bringing service levels up to pre-pandemic levels and plans to if the demand rises, but at present has determined that proceeding with the changes would

be the best way to enact proper stewardship with limited resources and feels that there is a substantial and legitimate justification to proceed as planned.

Route 456

Route 456 is a commuter route from Ogden with stops in South Ogden, Roy, Layton, Kaysville, Farmington, and into Salt Lake City. This route averaged 32 riders per day in 2019 and was cut very early on in the pandemic. April of 2020 had an average daily ridership of .41 riders per day. The majority of the populace identified by the stop-based analysis are in Salt Lake City and would not be the primary user of this route. The 2019 on-board survey had only three respondents from the 456. One identified as a minority, and all three were not low-income. In addition, all of these areas are able to access FrontRunner or Route 472 which provides better connections to downtown Salt Lake and other transit modes. There were no public comments about the 456. Due to all of these factors, UTA does not find that the elimination of this route is at all likely to have caused a finding of disparate impact or disproportionate burden.

Route 608

Route 608 is a specialized route that provided services to and from Wide Horizons and Developmental Training Systems Incorporated (DTSI). With the closure of the facility due to COVID-19, there was no longer any need for the route. In 2019, this route averaged 32 riders per day. Low ridership and the obsolescence of the route's purpose negate any findings to the community. If need arises, UTA will explore the restoration of Route 608.

Route 809

UTA has proposed to indefinitely suspend service along Route 809. This route connects Pleasant Grove and American Fork to the American Fork FrontRunner Station. An alternative to this route would be Route 850.



Prior to the pandemic, Route 809 averaged 10.6 riders per day and .8 riders per day in the month of April 2020 prior to it being suspended. The demographics of those around the route would indicate the potential for a disproportionate burden. UTA has considered the alternative of reinstating the route and has intentions to do so in the future but has determined that at present there aren't enough resources available to support the reinstatement of this route. There were zero comments from the public regarding this route.

In spite of the potential finding, UTA has determined that there is a substantial business justification to proceed due to limited funds and demand.

Route 833

At the beginning of the pandemic, UTA reduced headways on the 833 to every 60 minutes. This route provides a connection between Provo Central Station and the Provo Municipal Airport.



The route averaged 94 boardings per day pre-pandemic and 44 since the onset. Since this route is primarily a destination route from FrontRunner to Provo Central Station, it was important to factor in the ridership data as well as the demographics of the surrounding area. In the 2019 Onboard survey, 100% of respondents riding the 833 were white, non-Hispanic and 65% of respondents were considered low-income. Due to the actual ridership of the route having a vastly different racial breakdown than the surrounding area, UTA has determined that the likelihood of a disparate impact for this reduction is extremely low. However, the impact on low-income populations appears to be greater when ridership is accounted for. There are no viable UTA alternatives in the region that could provide an alternative if there is a need to get to the airport or other locations along the route. This would require additional planning or inconveniences for people utilizing the route and could result in long wait times. However, the associated cost of more frequent service is unavailable at this time, though could be allocated in the future. Due to budgetary restraints, UTA has determined that there is a substantial and legitimate business justification to proceed with this change in spite of the potential disproportionate burden.

System-Wide Impacts

When analyzing proposed changes, UTA monitors the overall impact that the changes have on the system as a whole. To accomplish this, UTA reviews the pre and post change demographics of those that are within the impacted areas. This approaches the changes in a holistic way and ensure that UTA is making changes that are not gradually making the system inequitable. The table below takes this into account by reviewing the pandemic response changes and the August Change Day proposal separately.

	Population for Minority	Minority	Population for Low-Income	Low-Income	Percent Minority	Percent Low-Income
Pre-Pandemic	534,216	160,201	525,324	93,012	29.99%	17.71%
Post-Pandemic	347,369	114,715	340,681	63,970	33.02%	18.78%
Pre-August 22	402,119	117,624	394,330	74,393	29.25%	18.87%
Post-August 22	358,212	115,842	351,020	72,323	32.34%	20.60%

As indicated by the table above, there has been a net decrease in people served by the proposed changes in both the pandemic response and the August Change Day proposals. This decrease is expected since there was a consolidation of services to decrease budgetary requirements and address operator shortages. These do not factor in the areas where increases were proposed to span and frequency, but rather only those proposals that meet the major change definition. Also of note, the post-August change day figures do not factor in the addition of UTA On-Demand. In examining the routes being removed in Salt Lake, there are 35,100 people impacted by the proposed changes with 61% of the population being minority. The UTA On-Demand service area that replaces those routes serves 59,600 people with 64% of the population being minority. Tooele's addition of on demand service adds 61,100 people (20% minority) and Davis County adds 88,000 (19% minority).

In a review for Title VI population impacts on a system-wide level, the percentage of minority and low-income households and individuals being served has increased overall despite the decrease in total population served. This would indicate that the people still within the service

area have higher concentrations of minority and low-income people and would not generate an equity issue as these changes are being implemented.

Conclusion

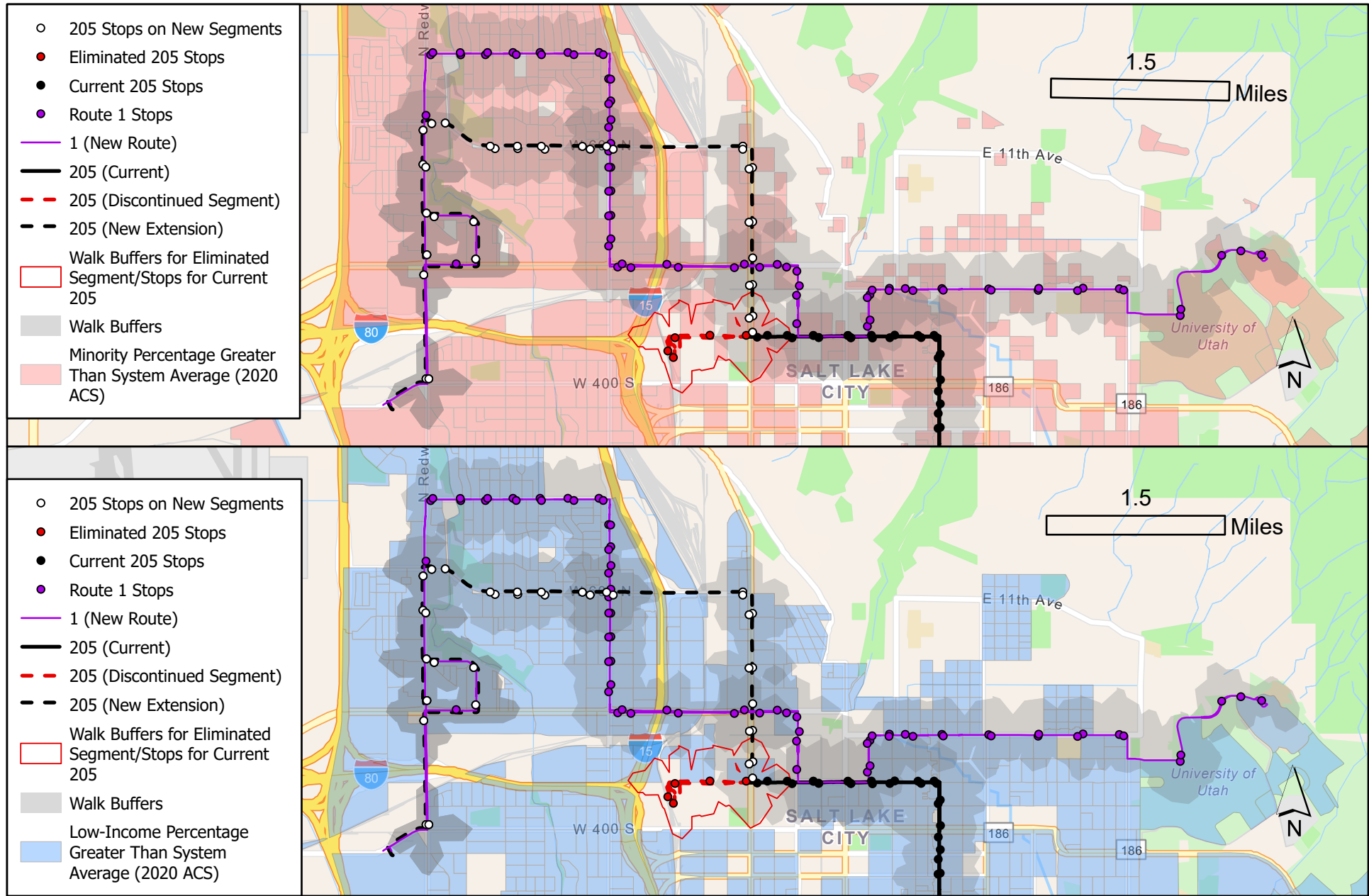
There are a number of routes being changed that have high concentrations of low-income and minority populations. Many of these changes indicate a potential for a Title VI finding but only two routes are not immediately addressed by the introduction of other services or other routes that were duplicative of those being eliminated. Of the routes with findings that were not immediately negated, UTA has a substantial and legitimate business justification to proceed with the changes as proposed.

As a system, there are decreases to the number of people served, but the people being served have higher concentrations of minority and low-income people which resulted in no potential findings on a system-wide level.

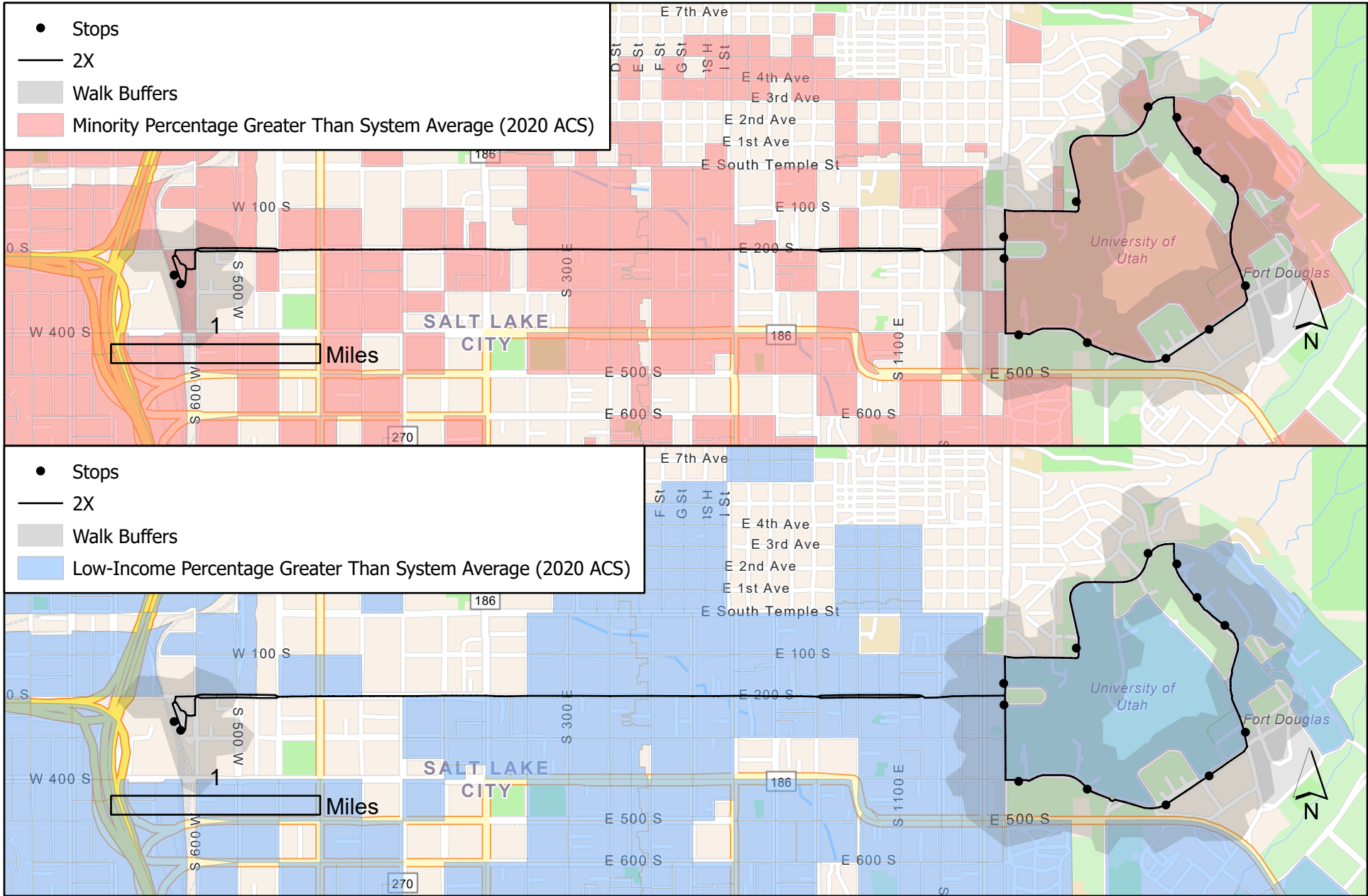
Title VI Maps

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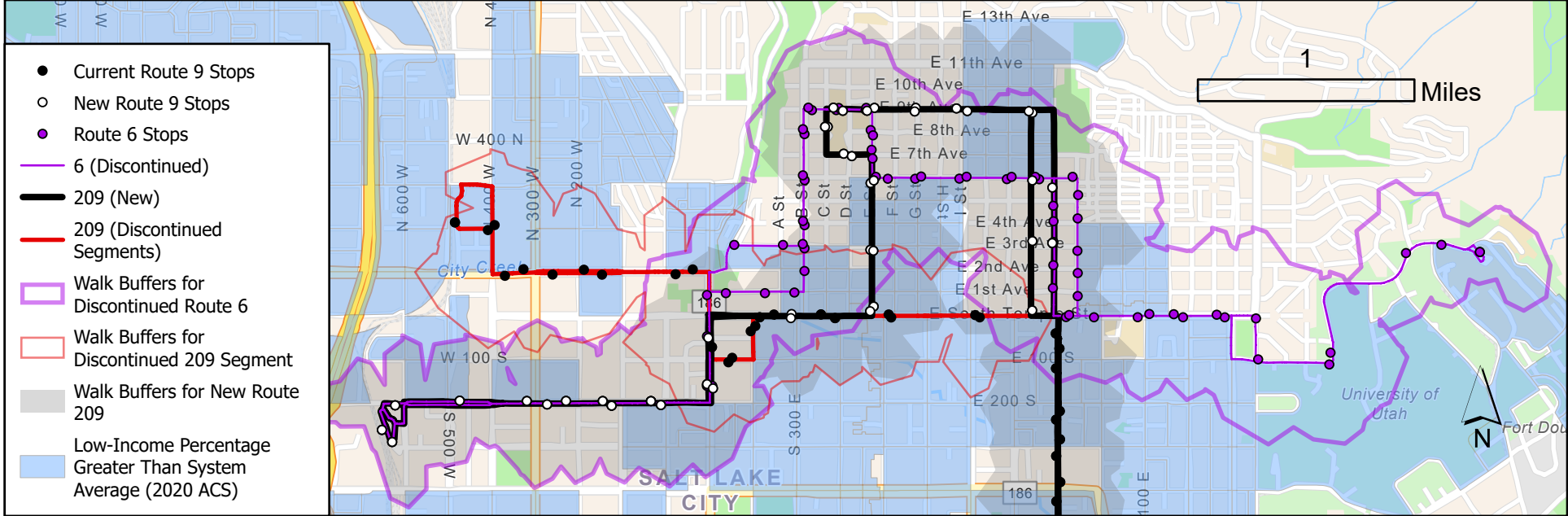
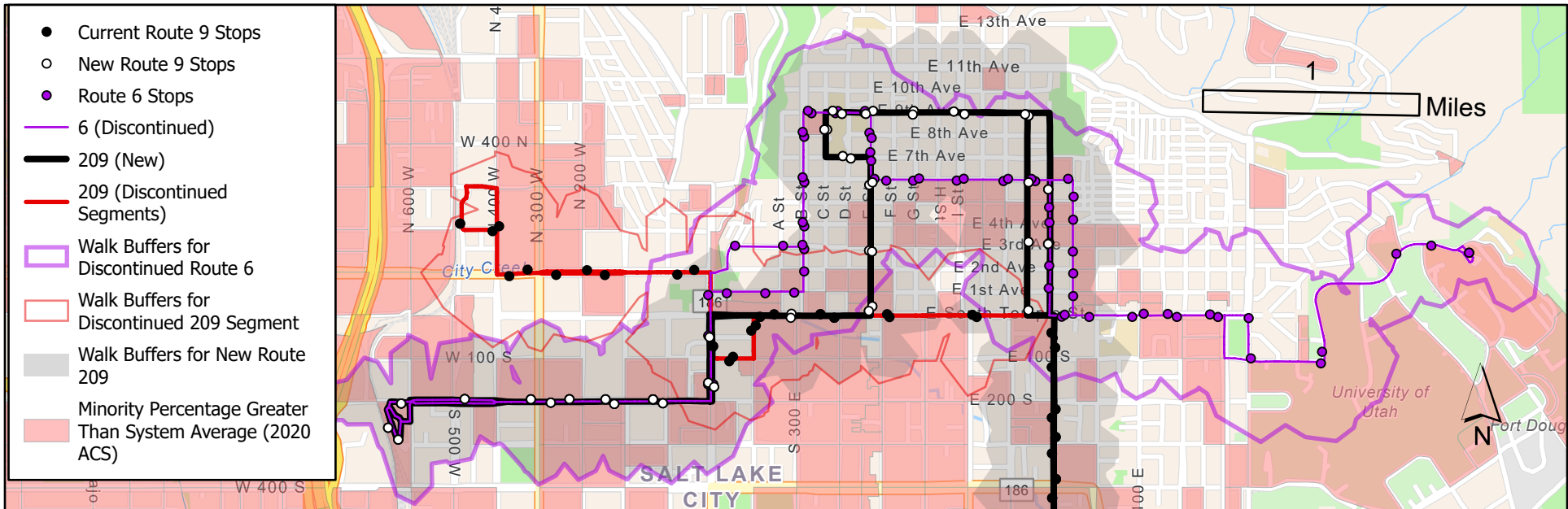
August 2022 Service Changes, Route 205 (Alignment Change) and Route 1 (New Route)



Covid19 Service Changes, Route 2X (Suspended)

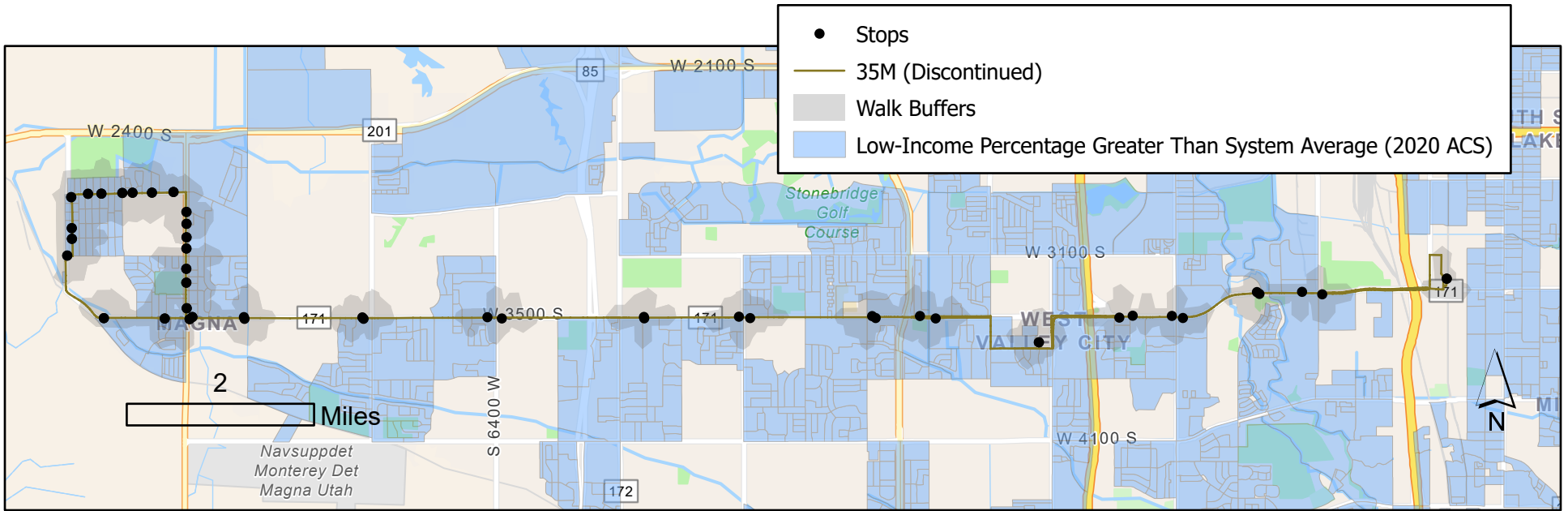
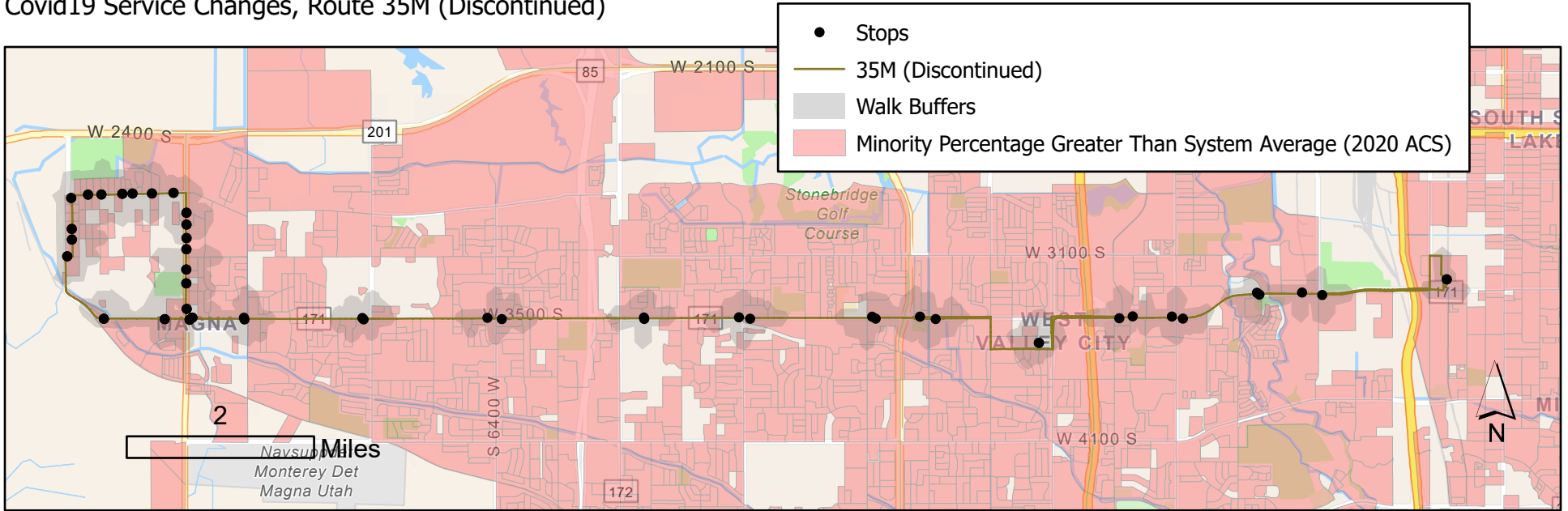


August 2022 Service Changes, Route 209 (Alignment Change) and Route 6 (Discontinued)

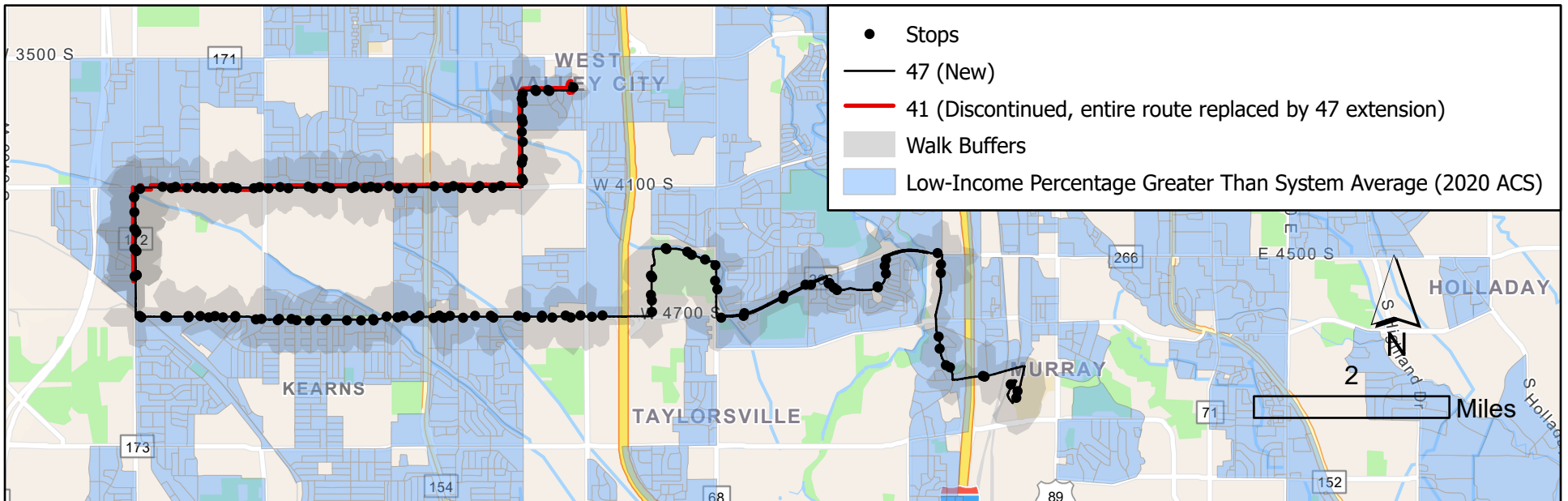
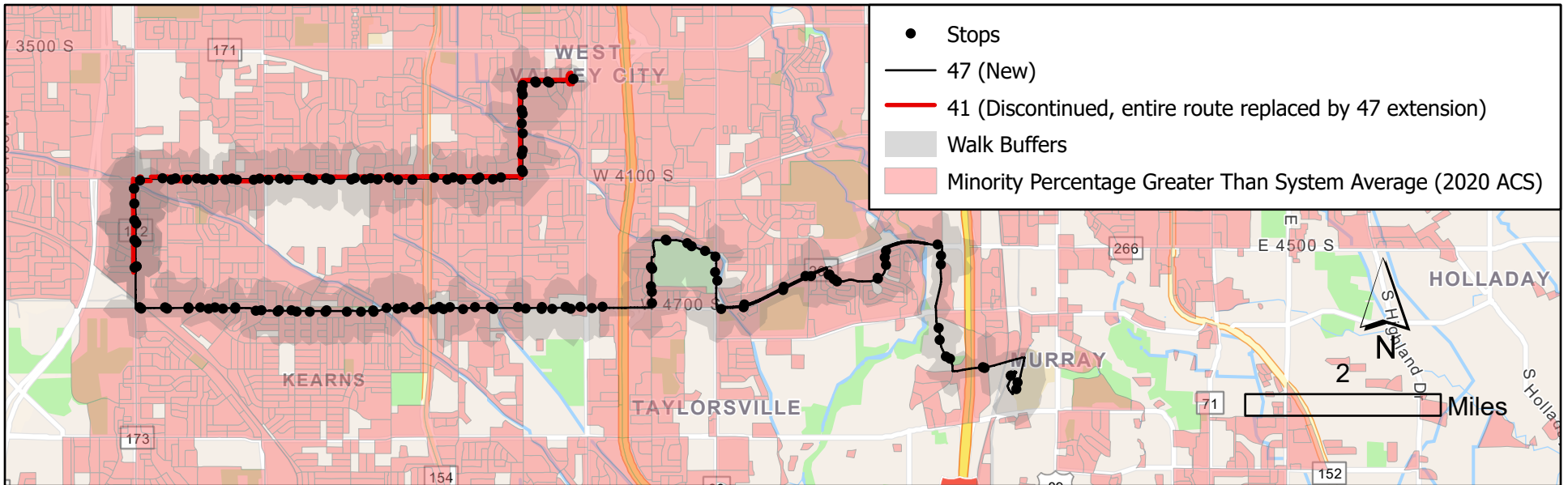


County of Salt Lake, Utah AGRC, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

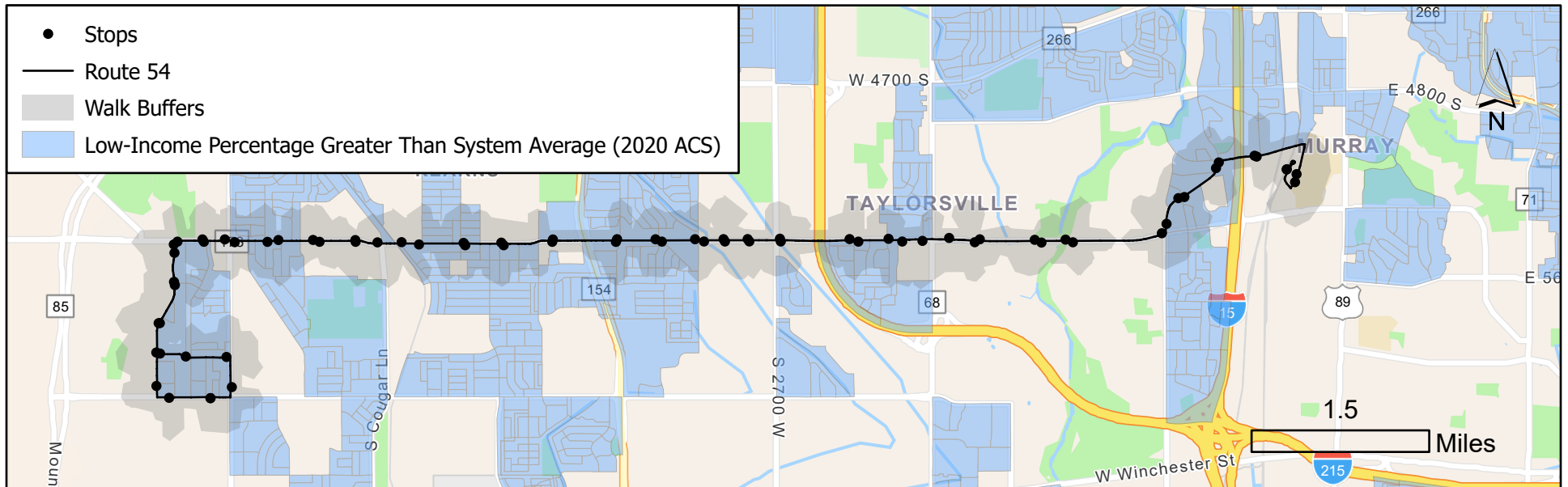
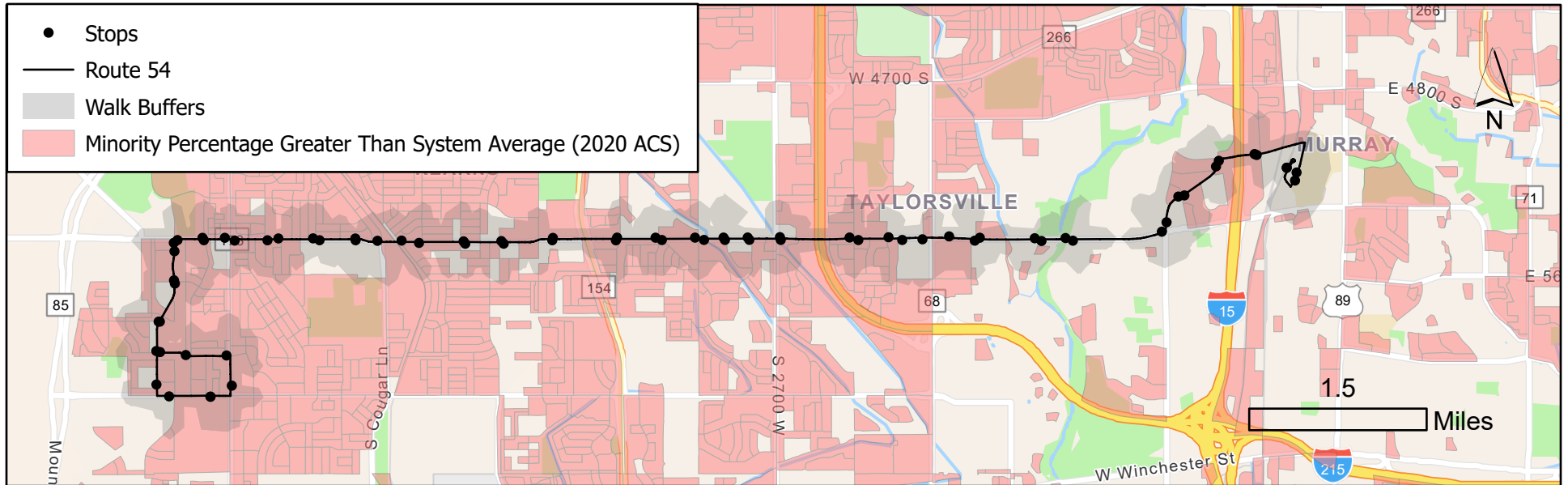
Covid19 Service Changes, Route 35M (Discontinued)



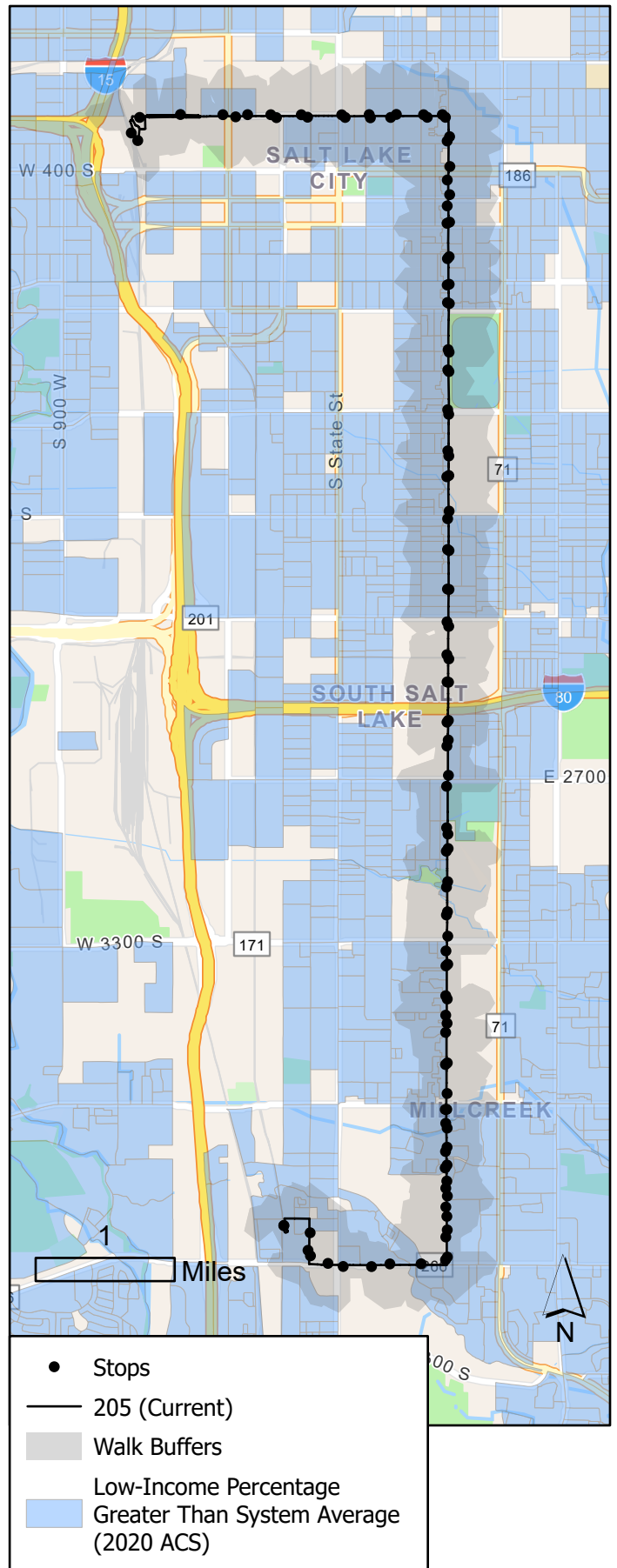
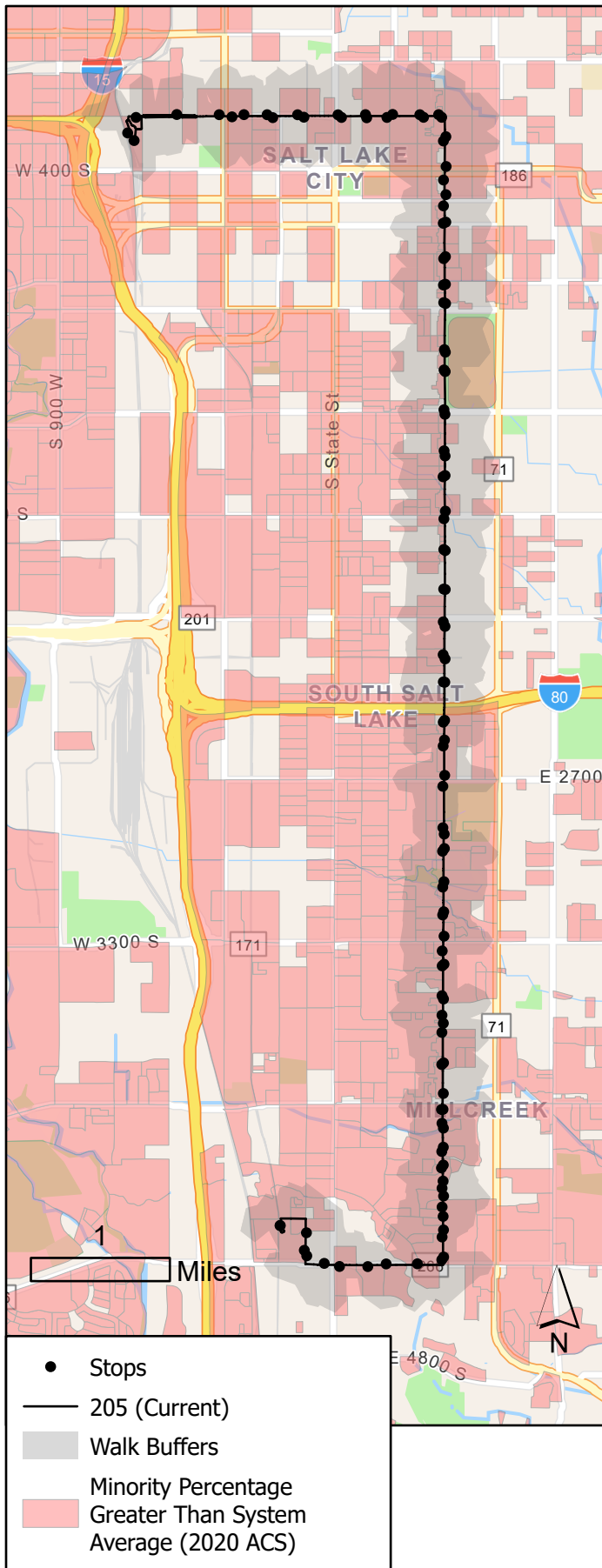
Covid19 and August 2022 Service Changes, Route 41 and 47 (Reduced Service Due to Covid19, Alignment Change in August 2022)



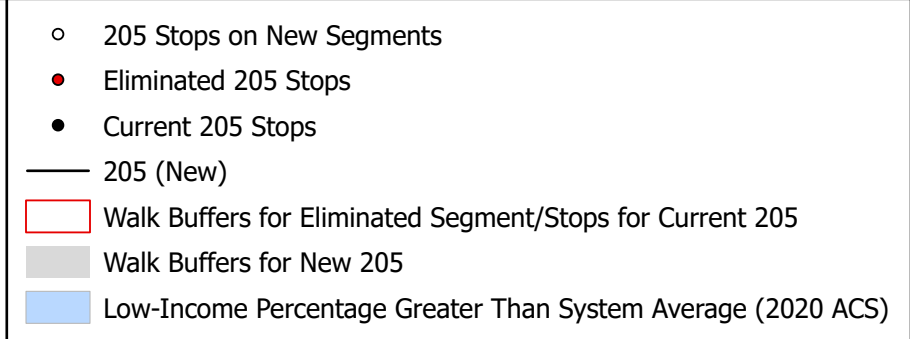
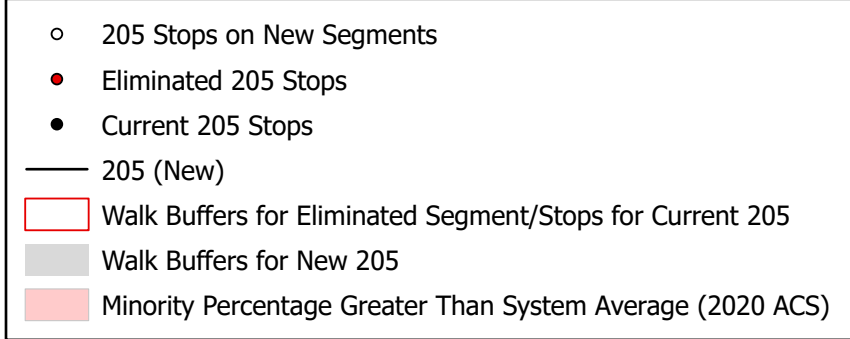
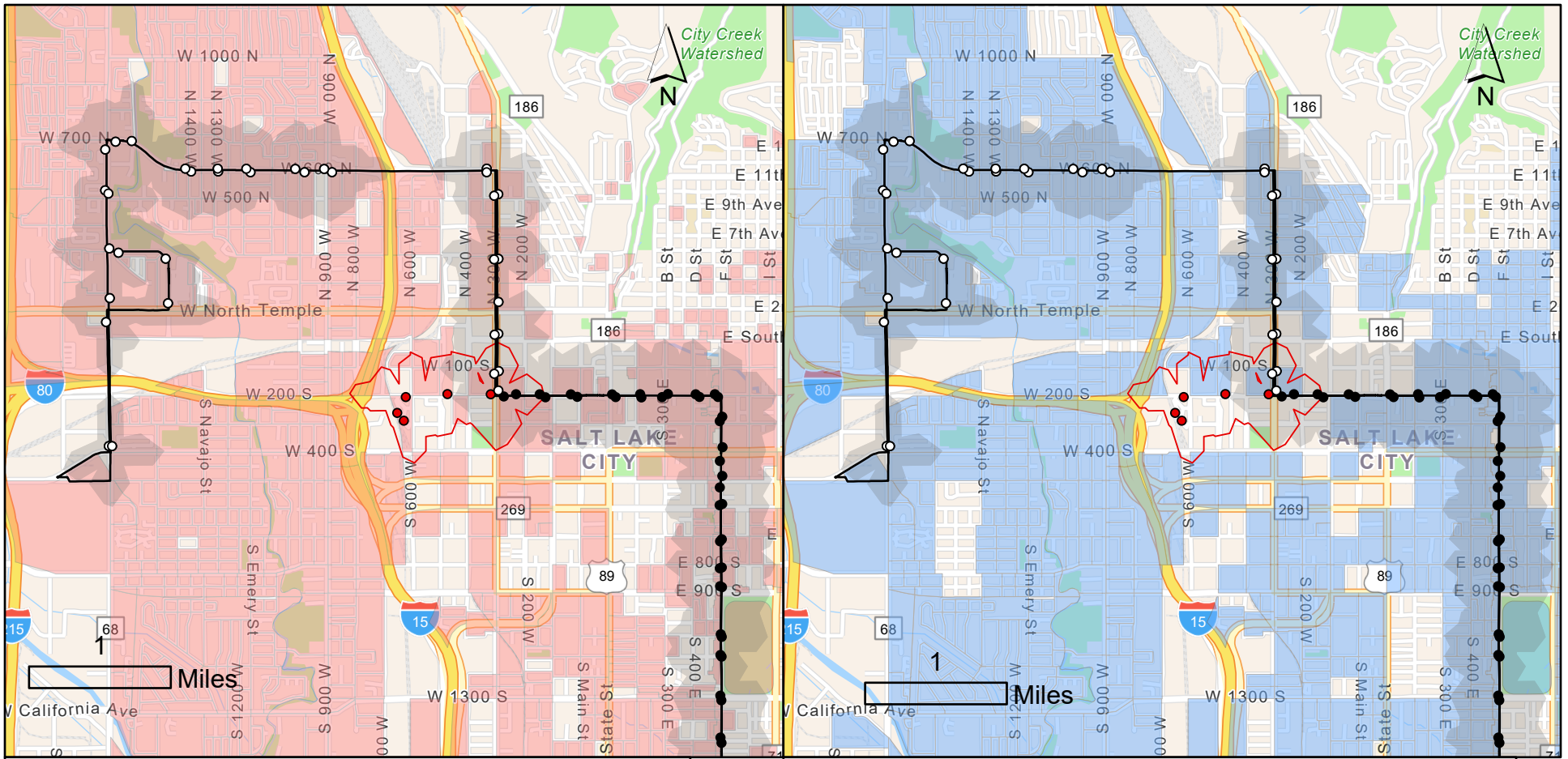
Covid19 Service Changes, Route 54 (Reduced Service)



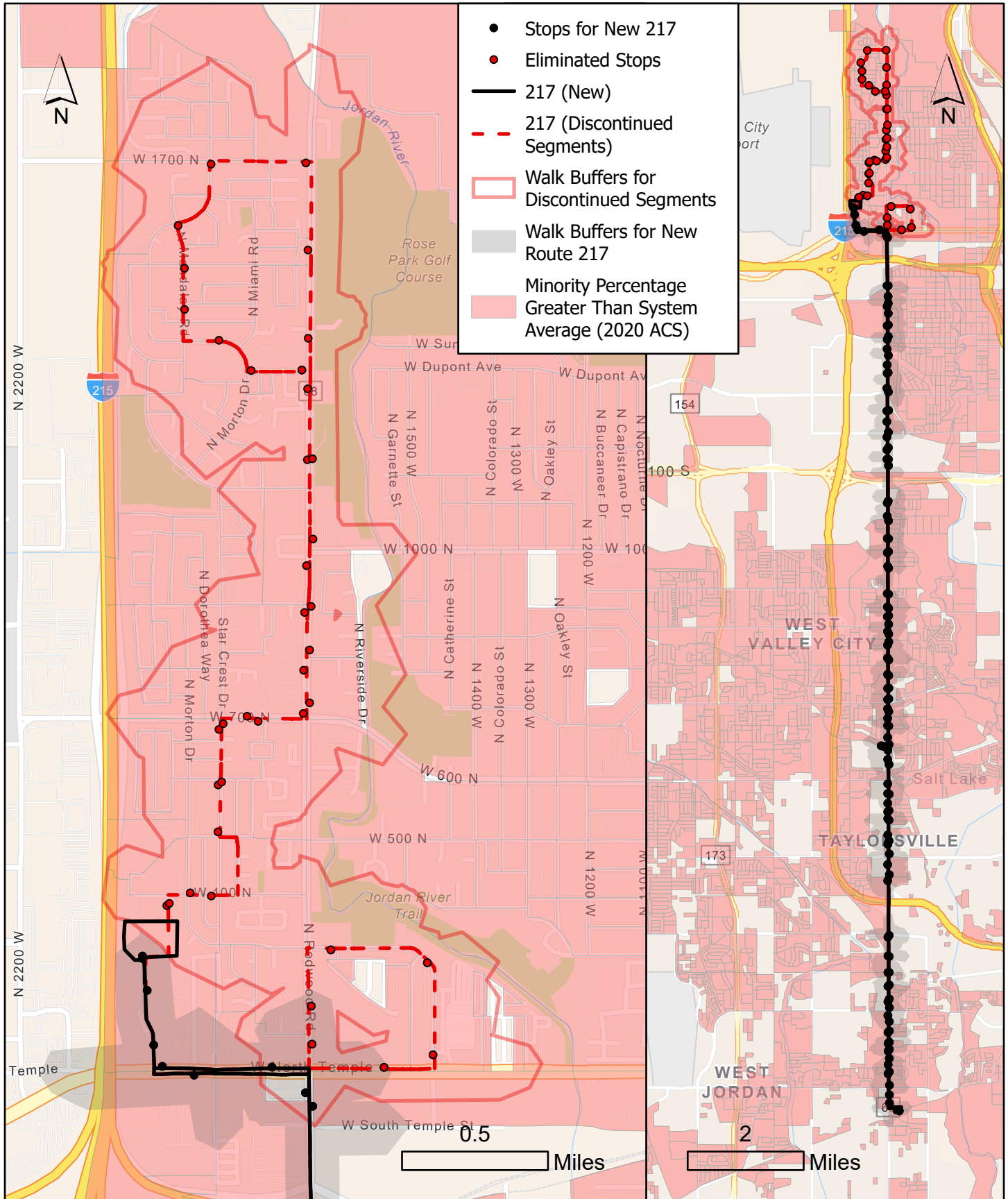
Covid19 and August 2022 Service Changes, Route 205 (Reduced Service and Alignment Change)



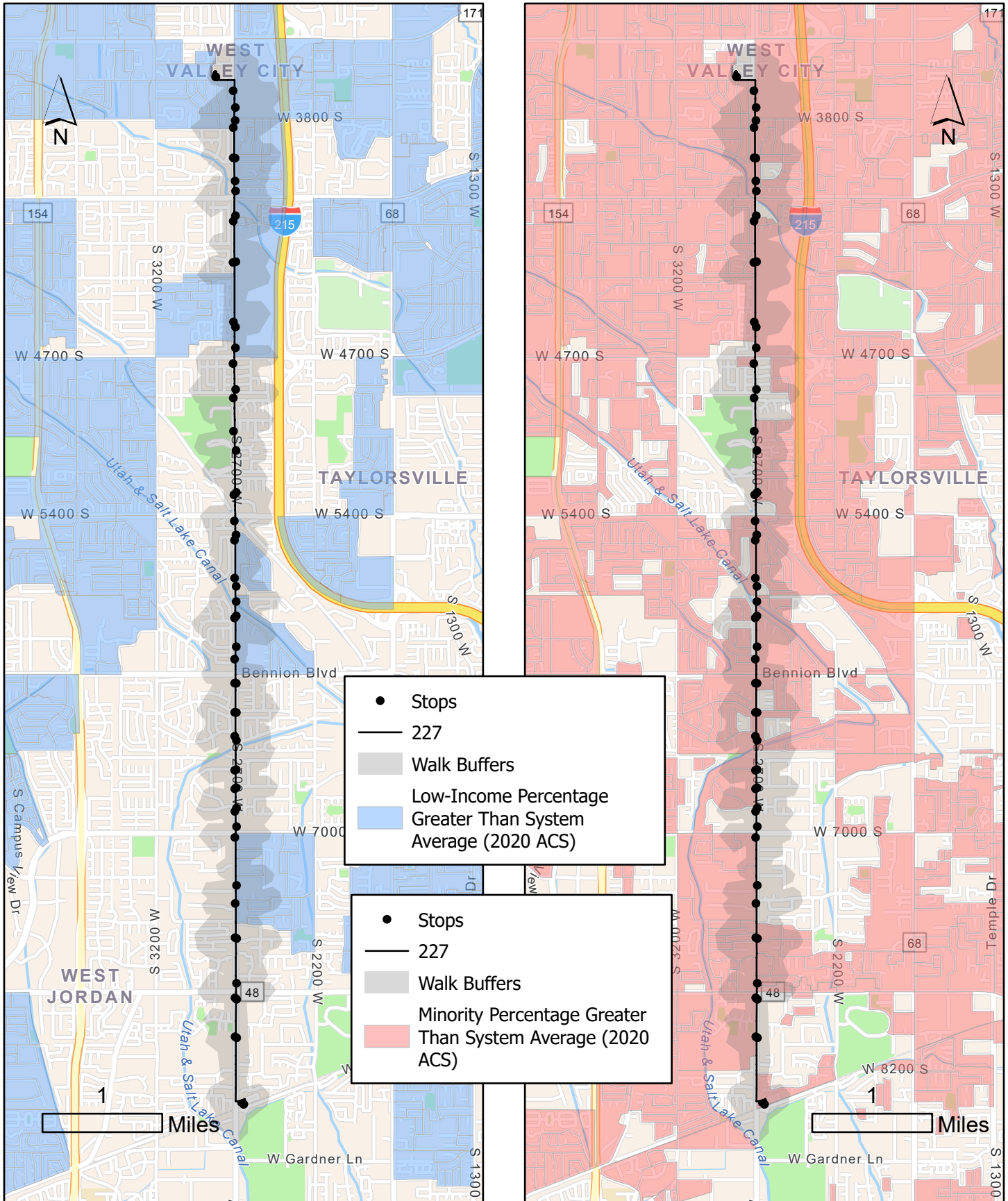
August 2022 Service Changes, Route 205 (Alignment Change)



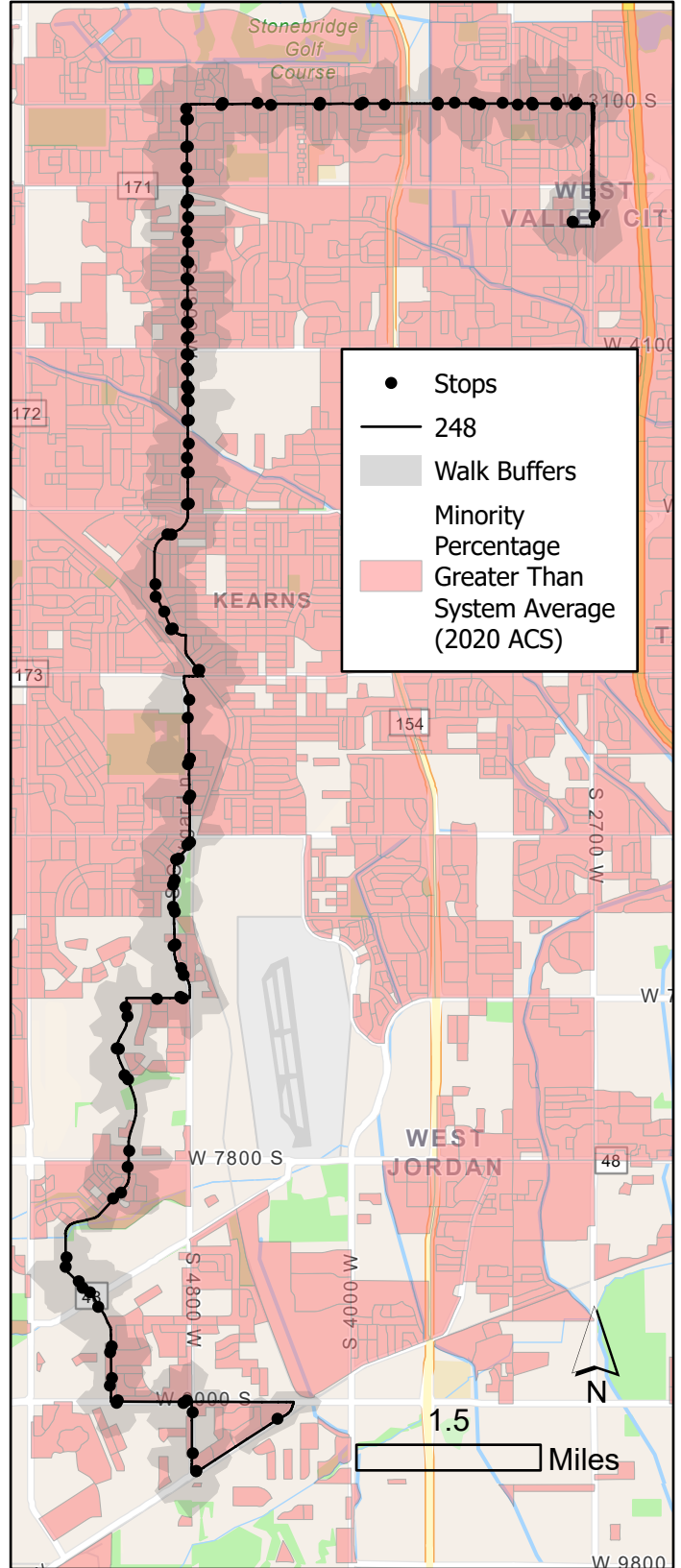
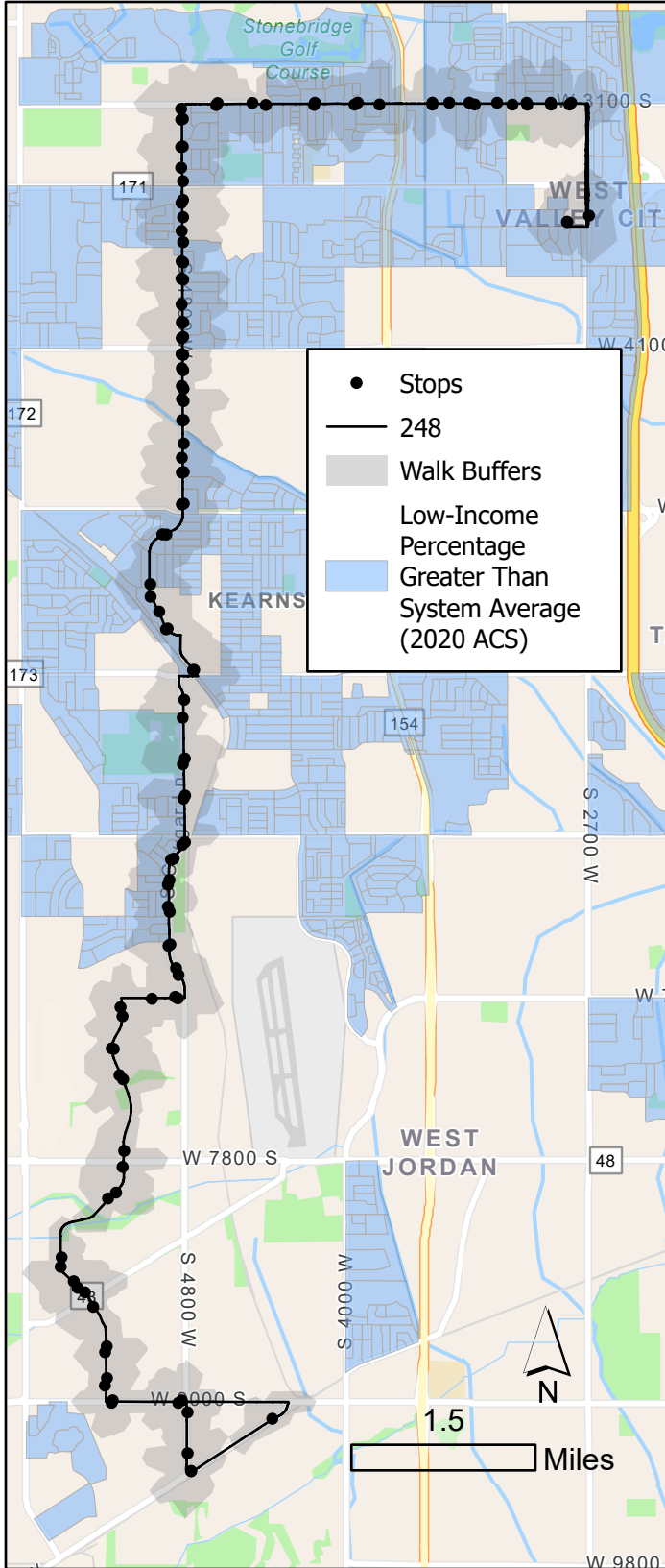
August 2022 Service Changes, Route 217 (Alignment Change)



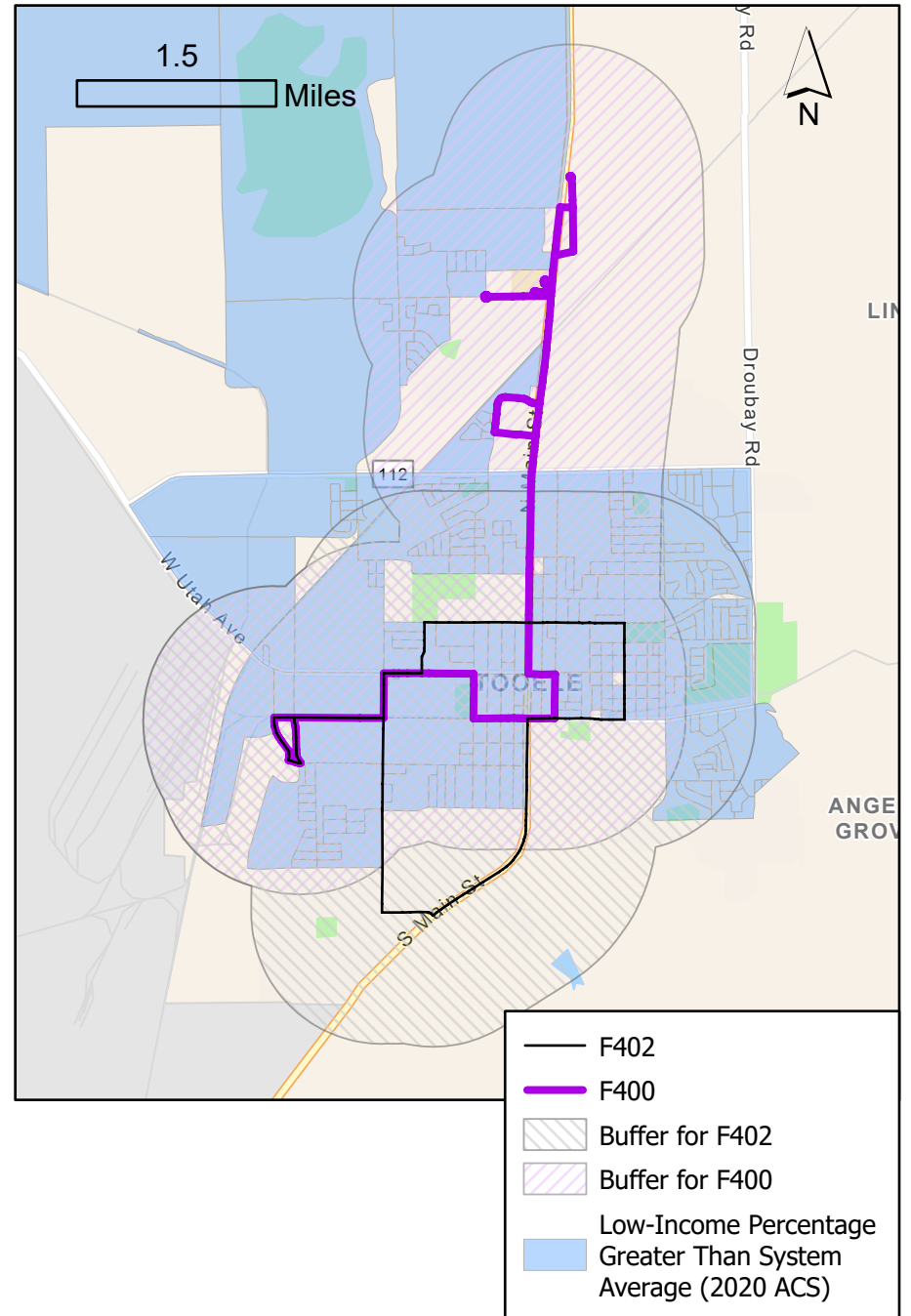
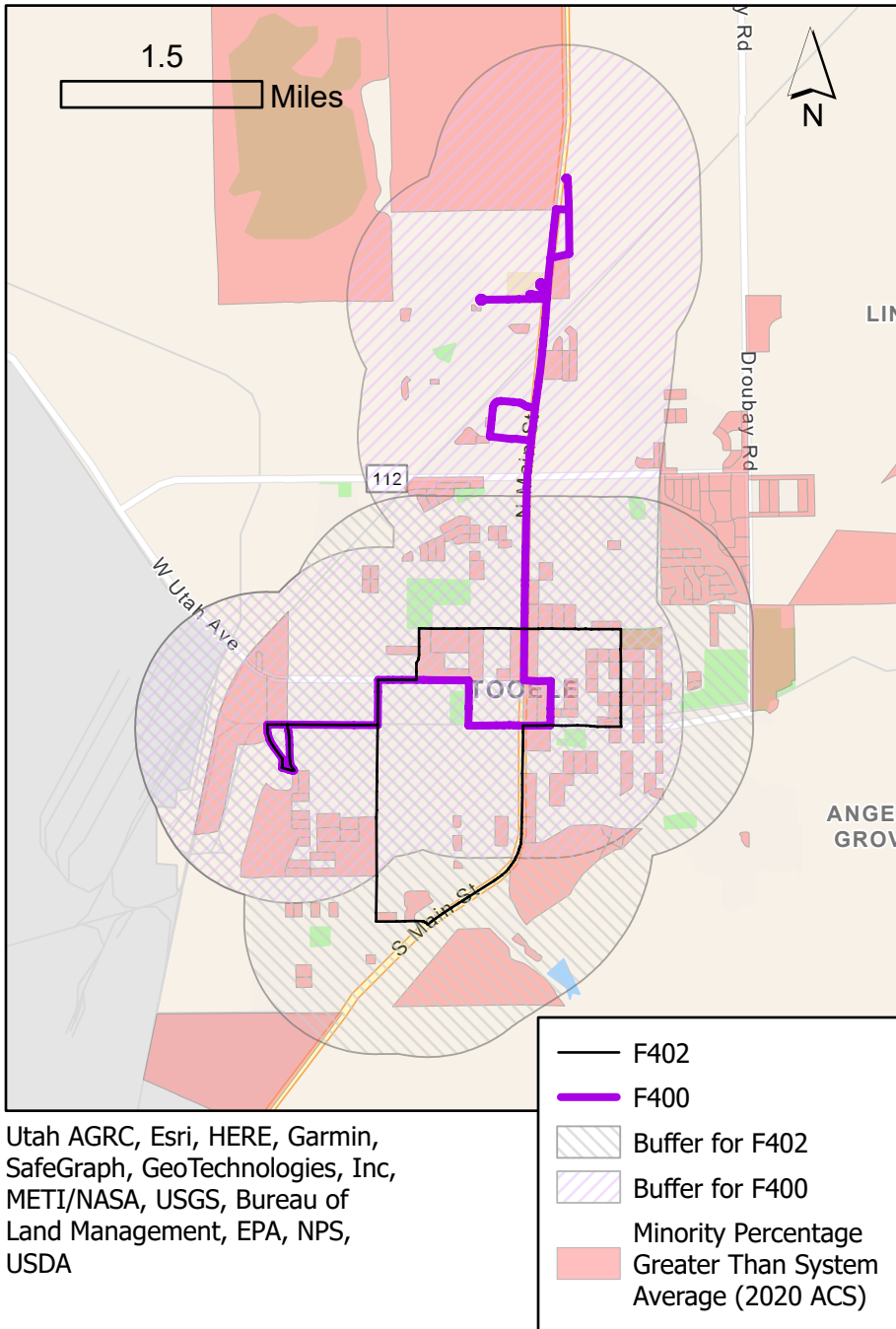
Covid19 Service Changes, Route 227 (Reduced Service)



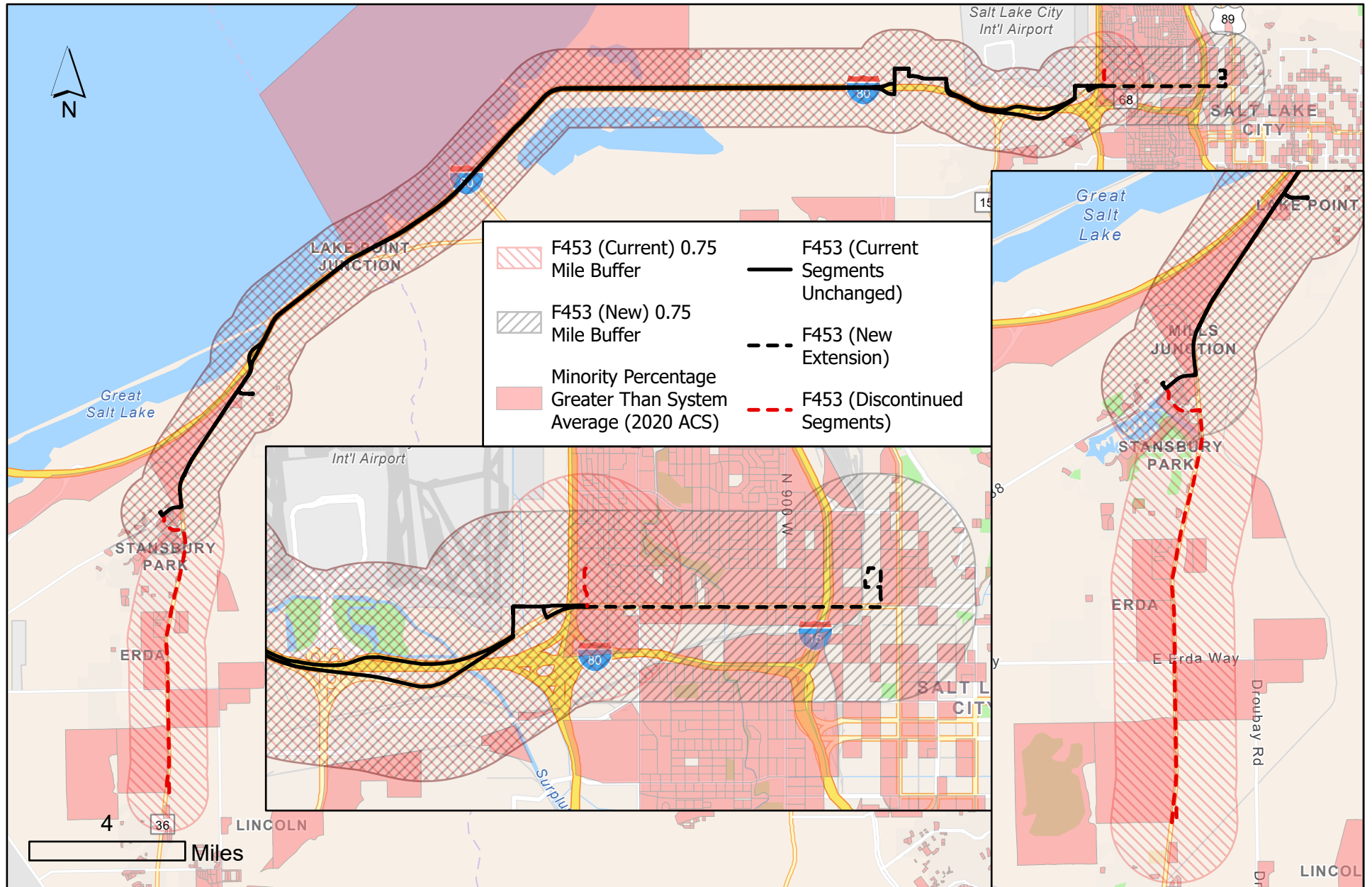
Covid19 Service Changes, Route 248 (Reduced Service)



August 2022 Service Changes, Route F400 and F402 (Discontinued)

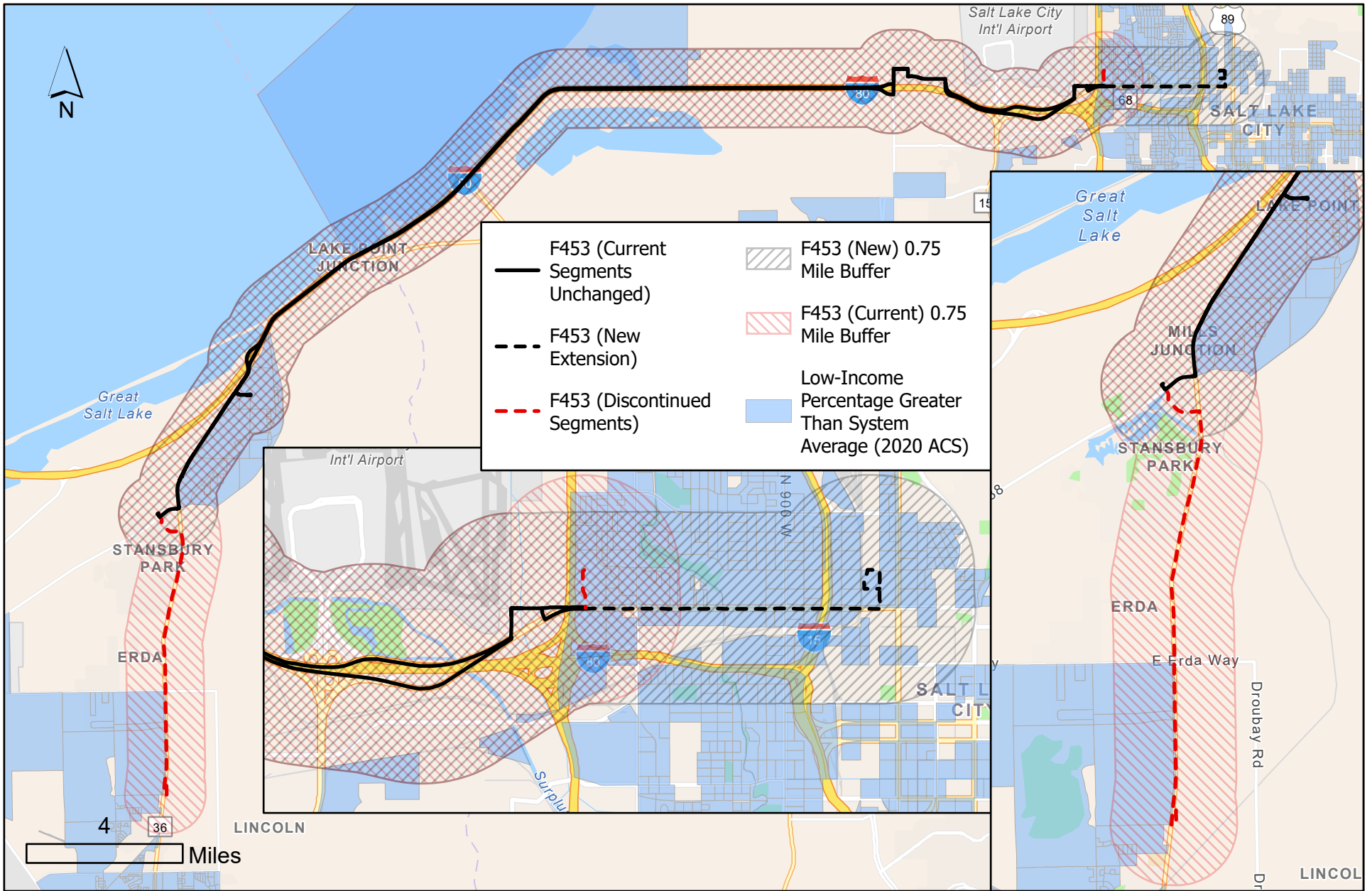


August 2022 Service Changes, F453 (Alignment Change)



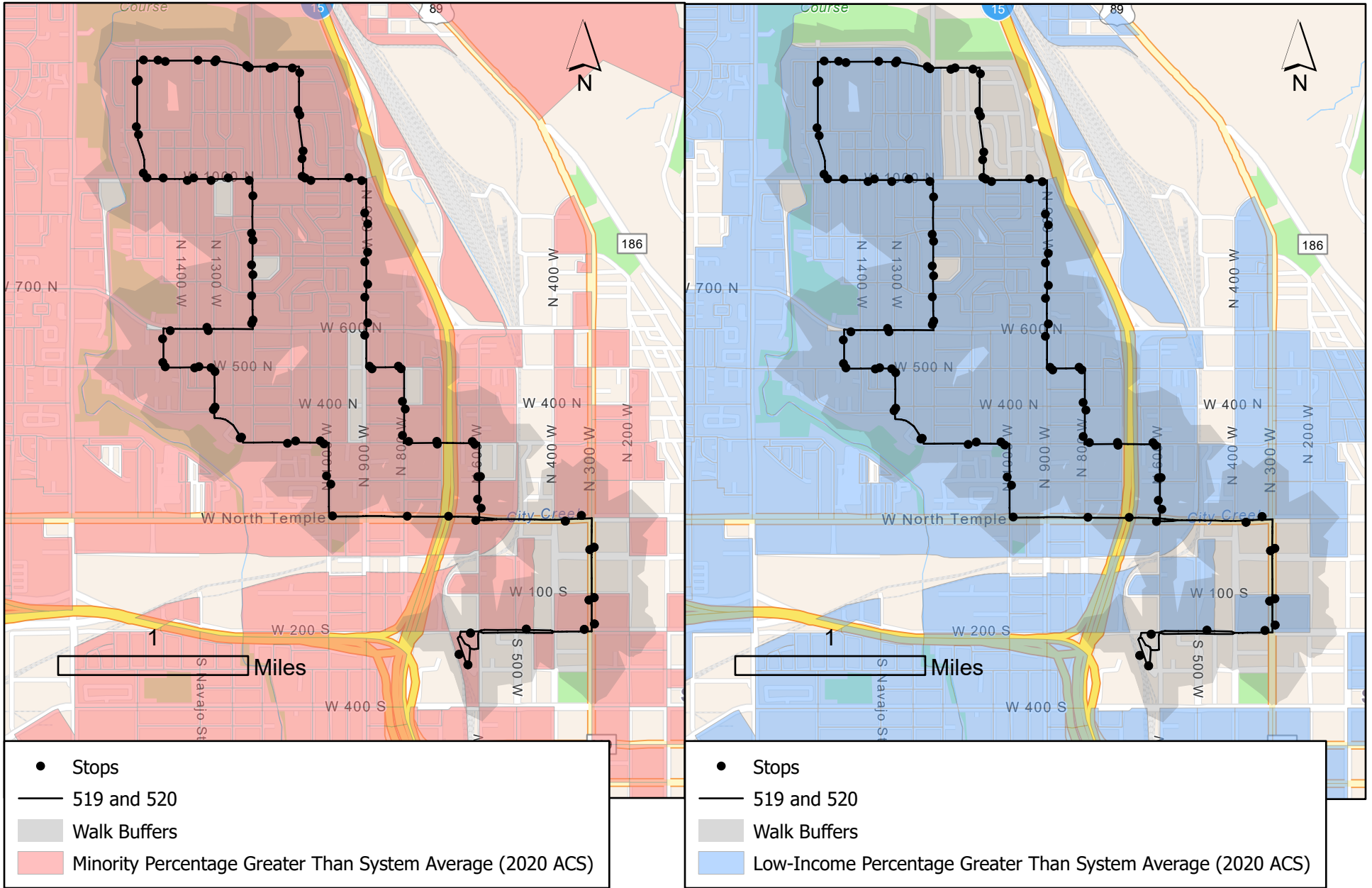
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August 2022 Service Changes, F453 (Alignment Change)

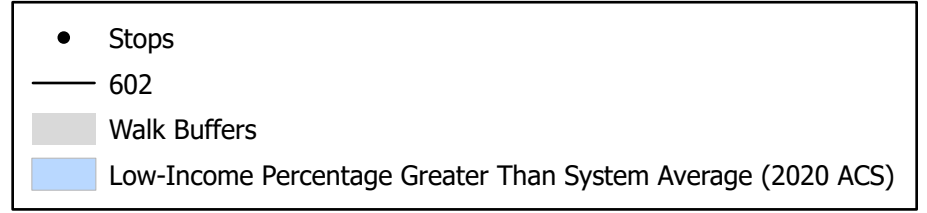
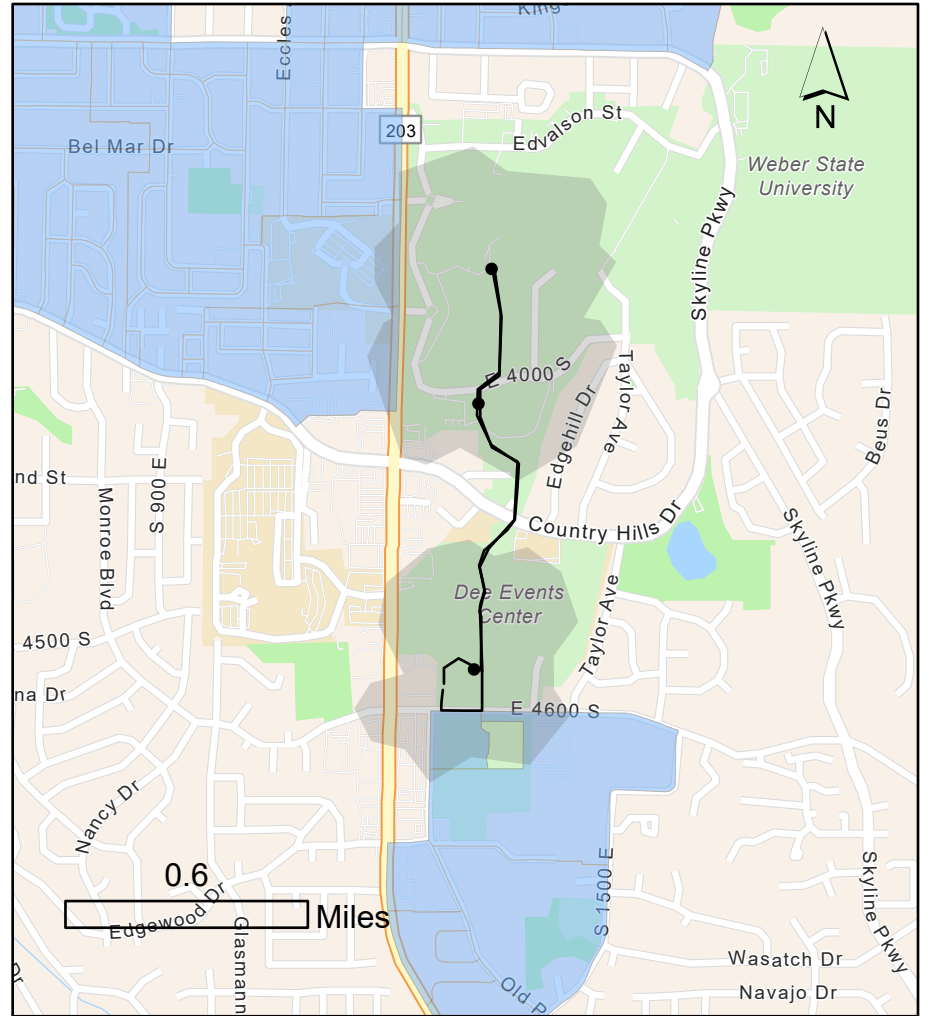
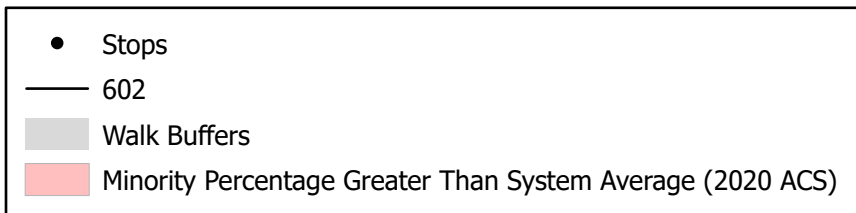
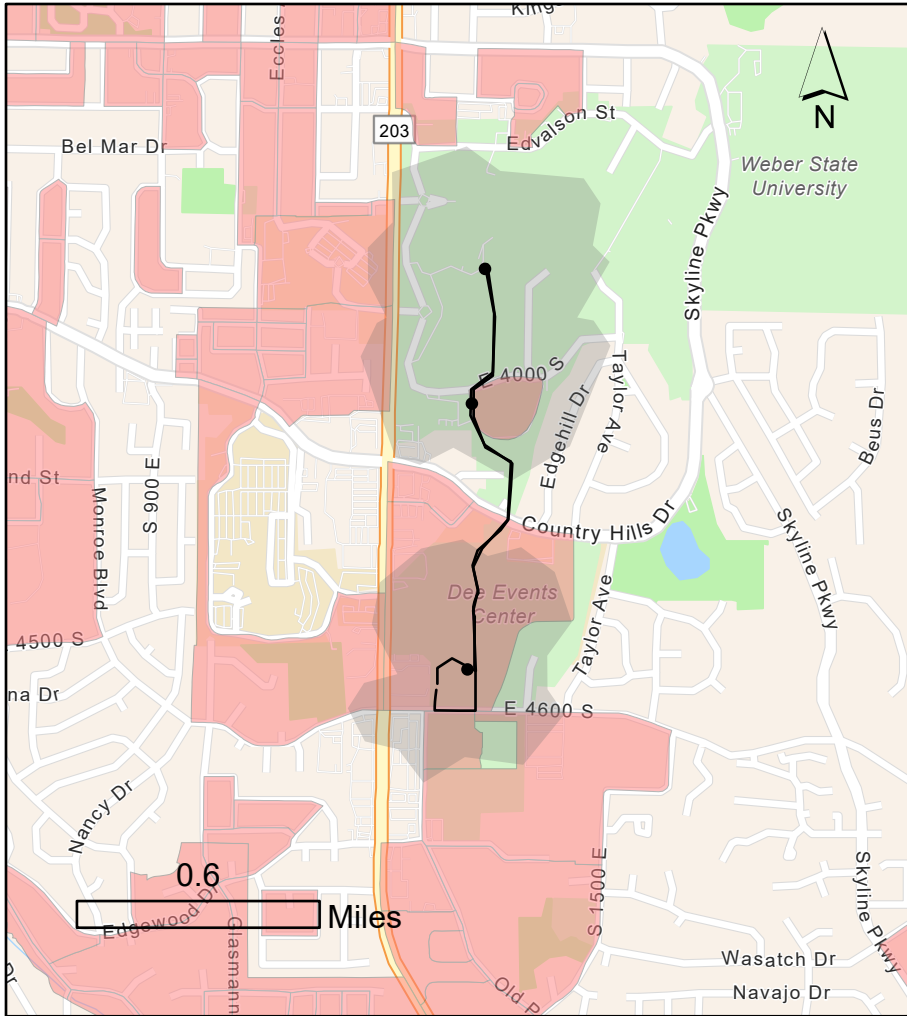


HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, County of Salt Lake, Utah AGRC, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

August 2022 Service Changes, Route 519 and 520 (Discontinued)

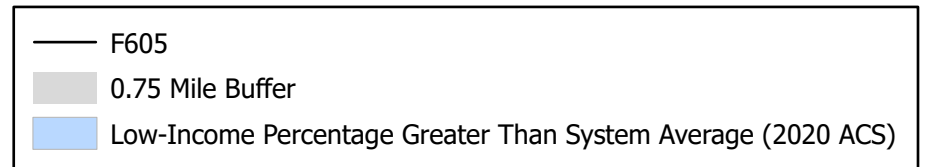
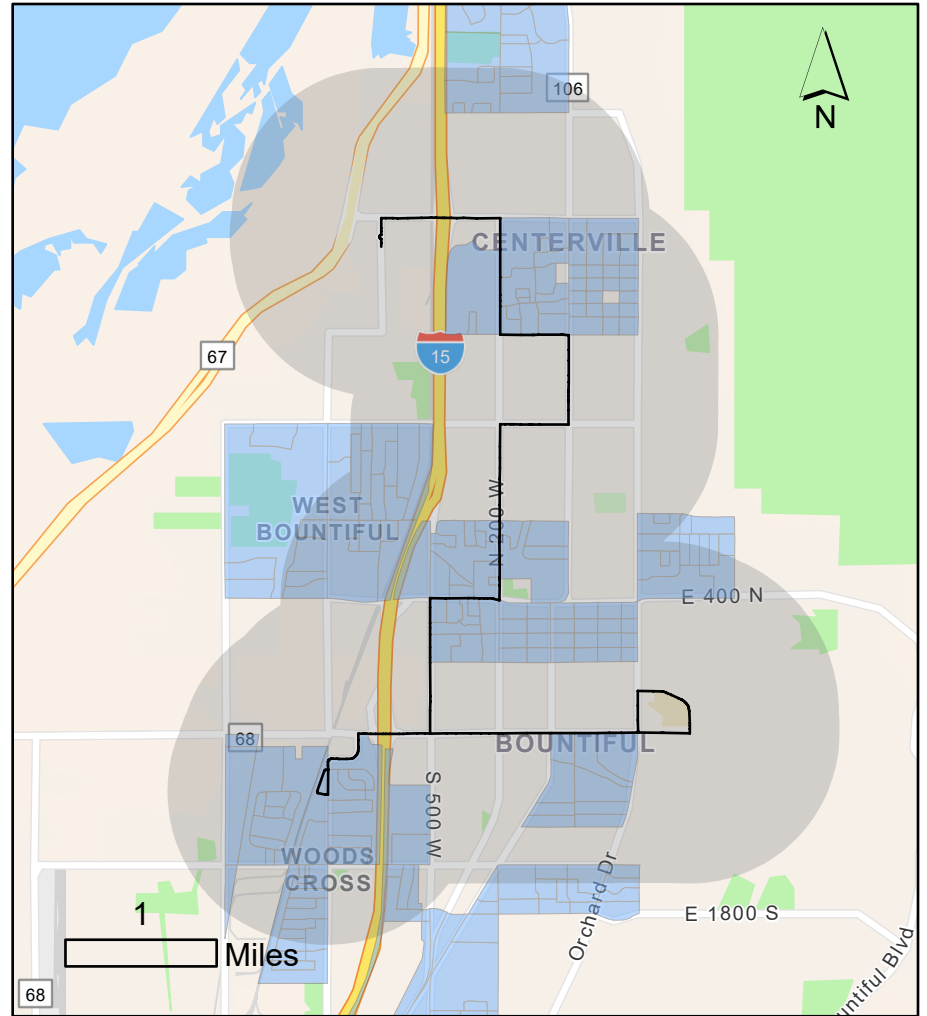
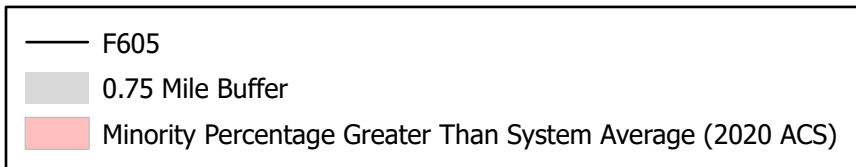
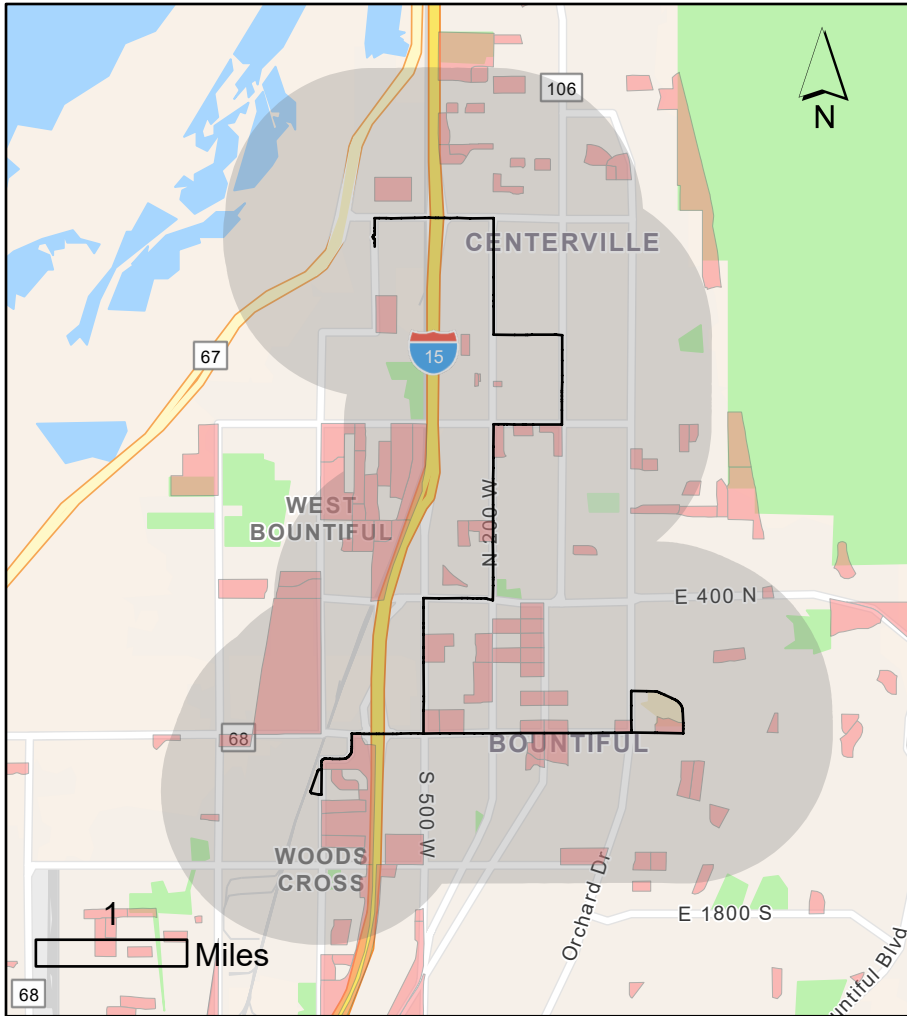


August 2022 Service Changes, Route 602 (New Route)

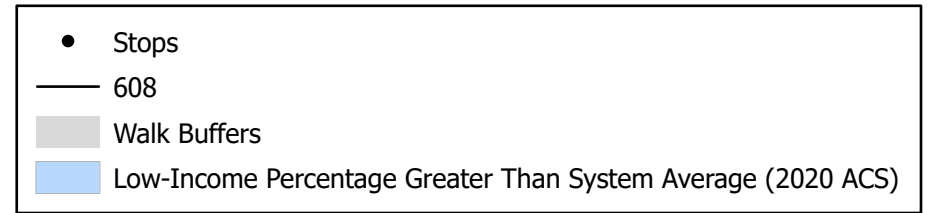
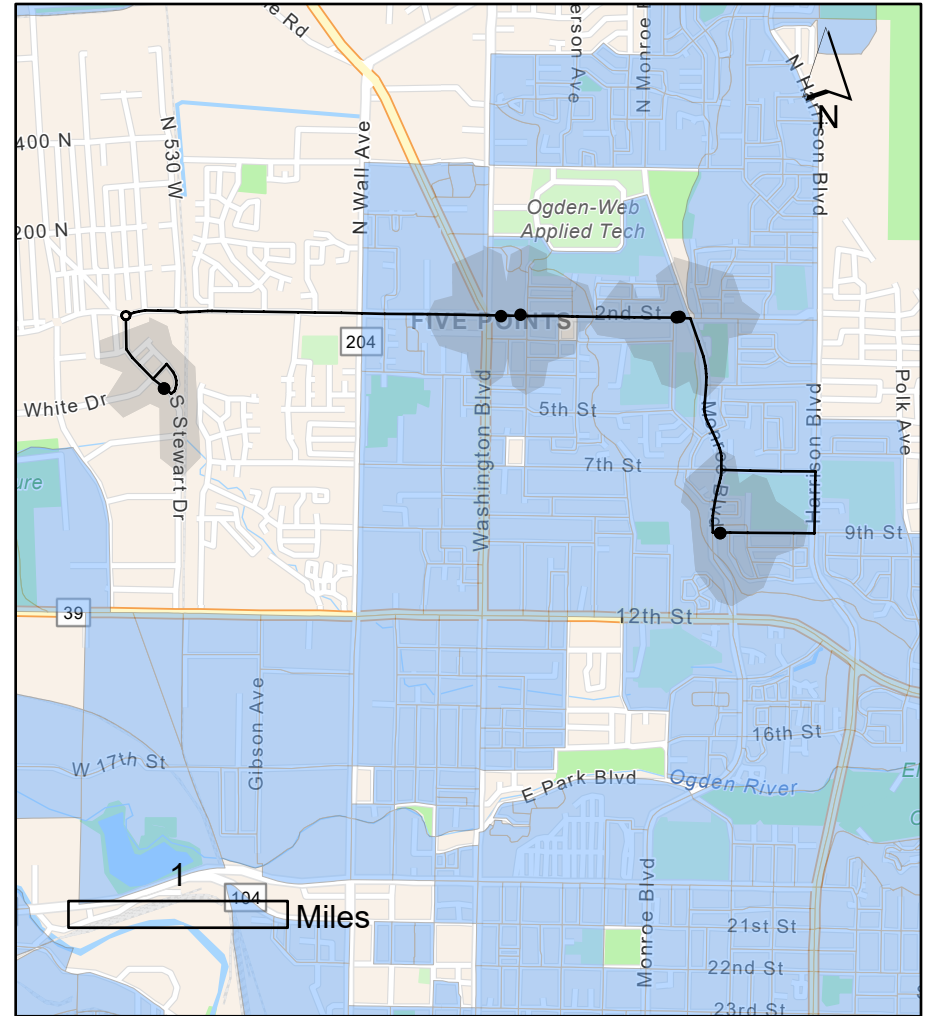
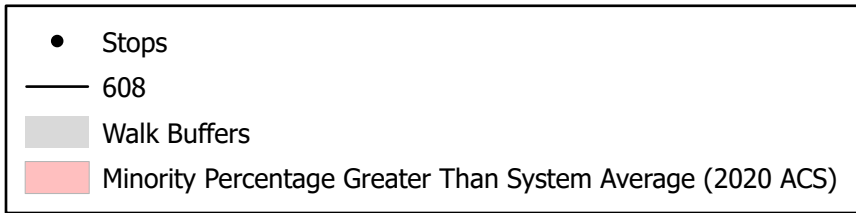
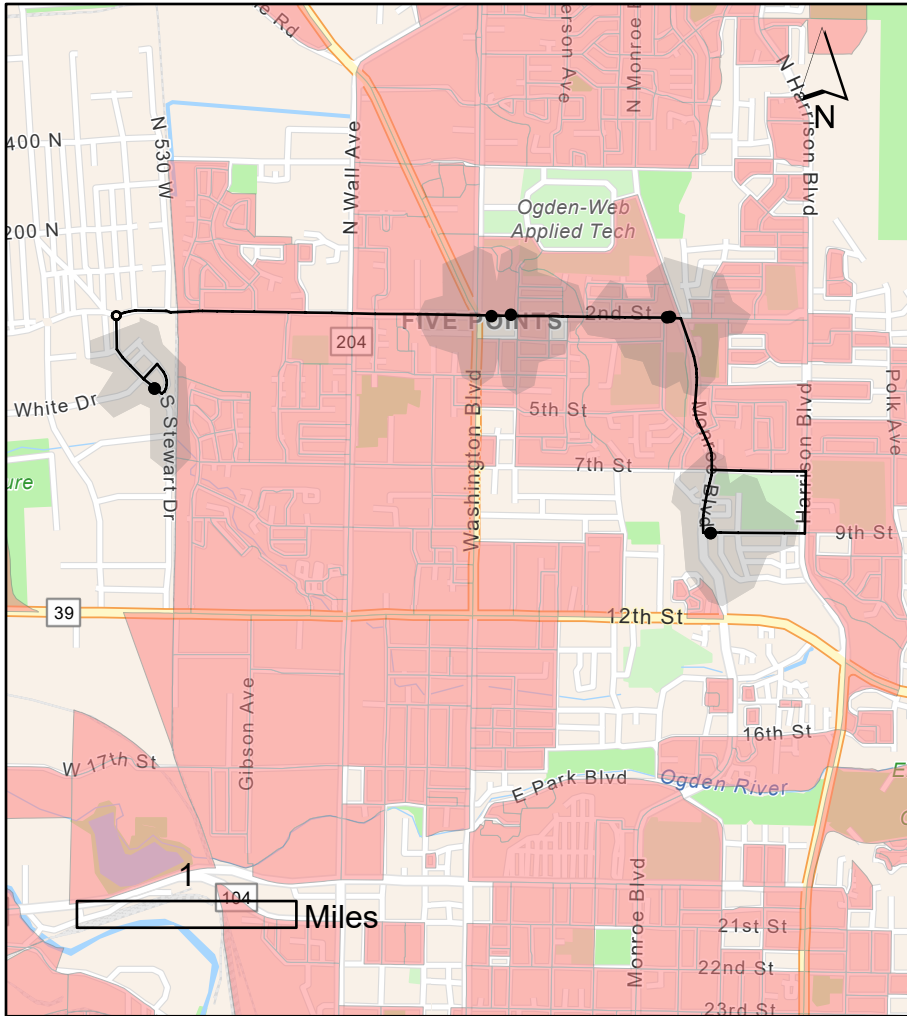


Weber State University, Ogden City, Utah AGRC, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

August 2022 Service Changes, Route F605 (Discontinued)

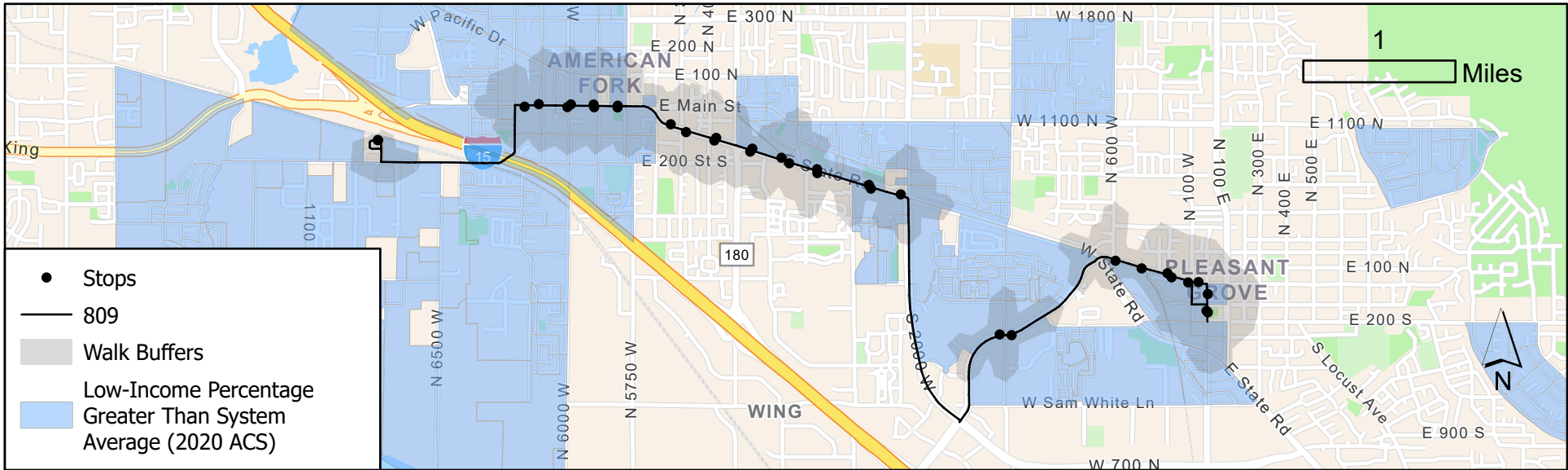
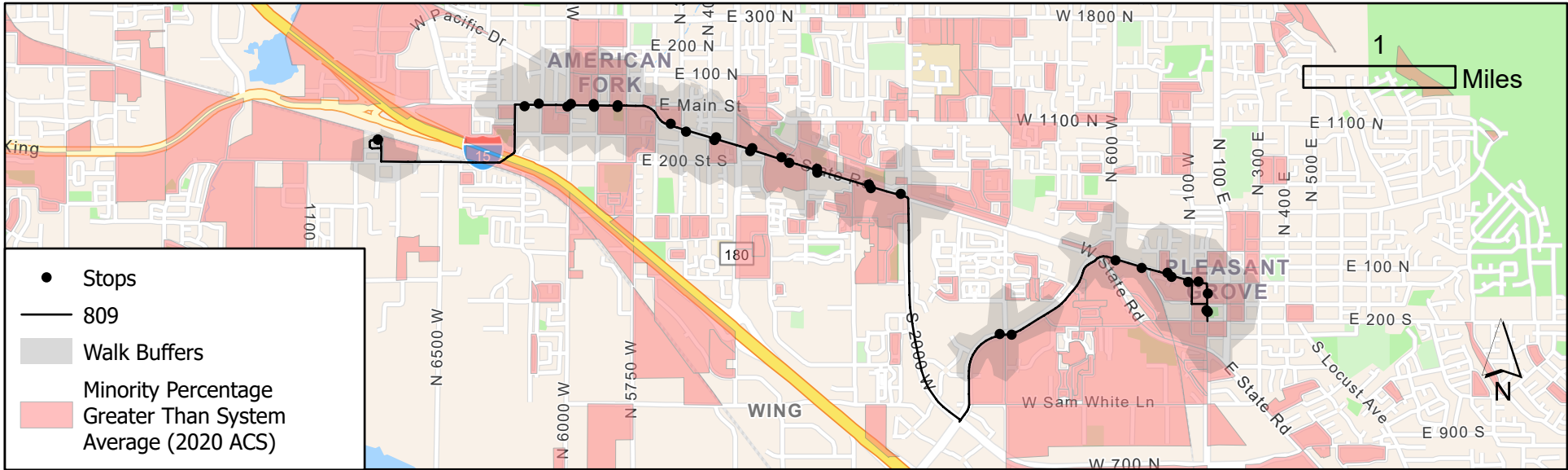


Covid19 Service Changes, Route 608 (Discontinued)



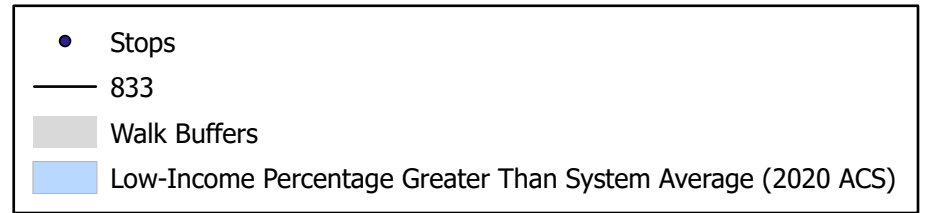
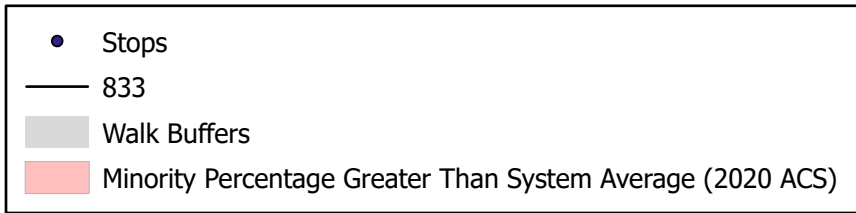
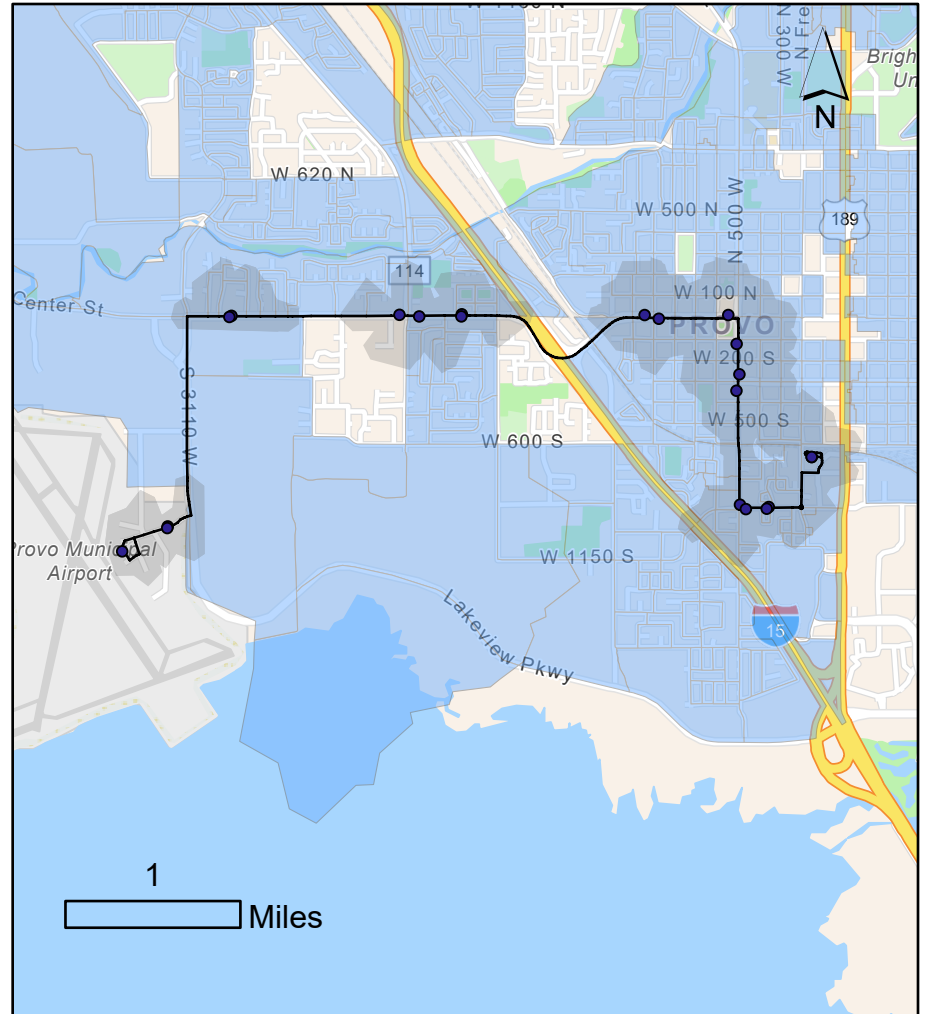
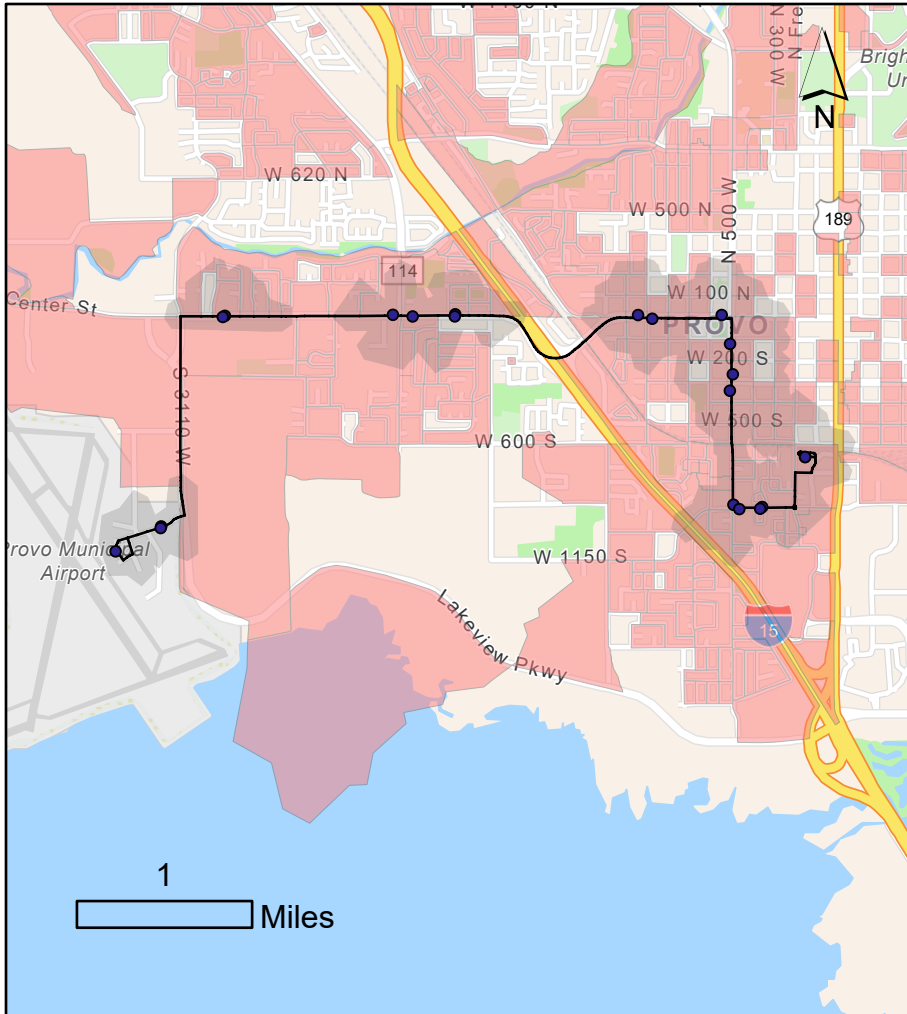
Ogden City, Utah AGRC, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Covid19 Service Changes, Route 809 (Discontinued)



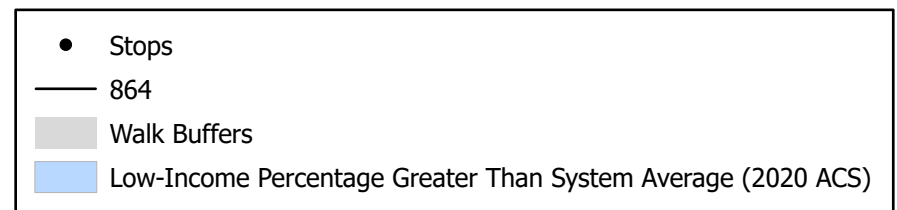
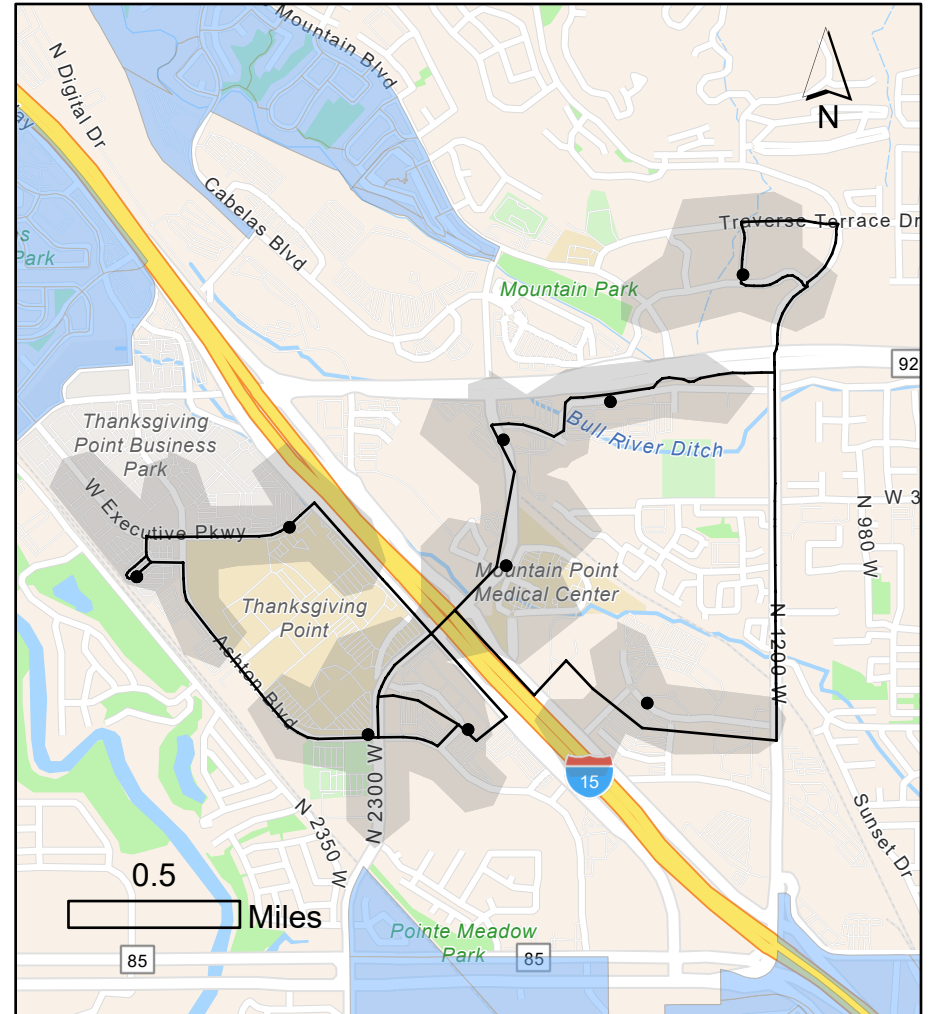
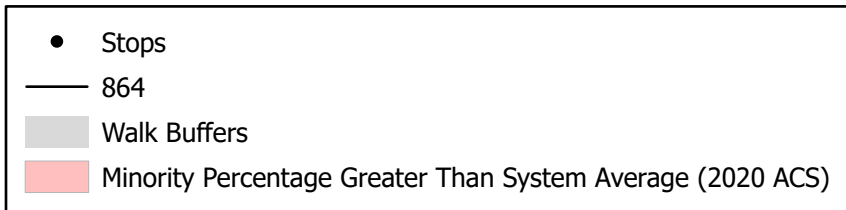
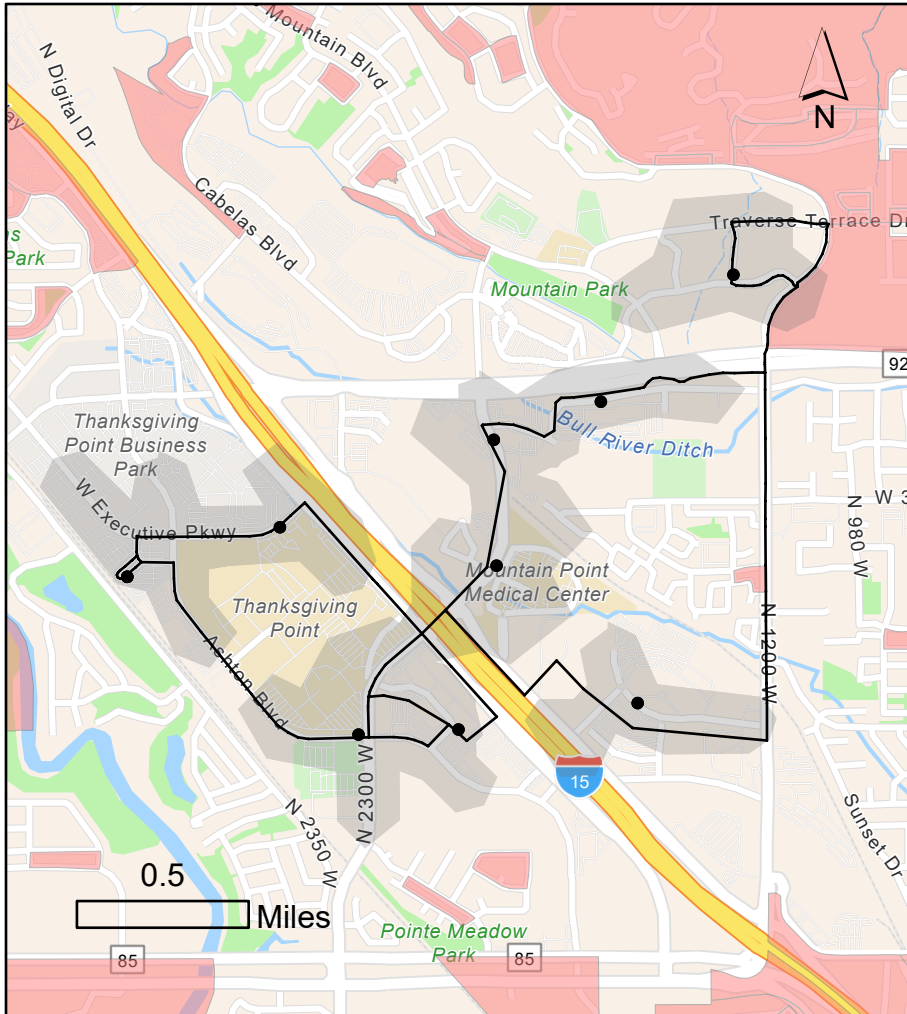
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Covid19 Service Changes, Route 833 (Service Reduction)

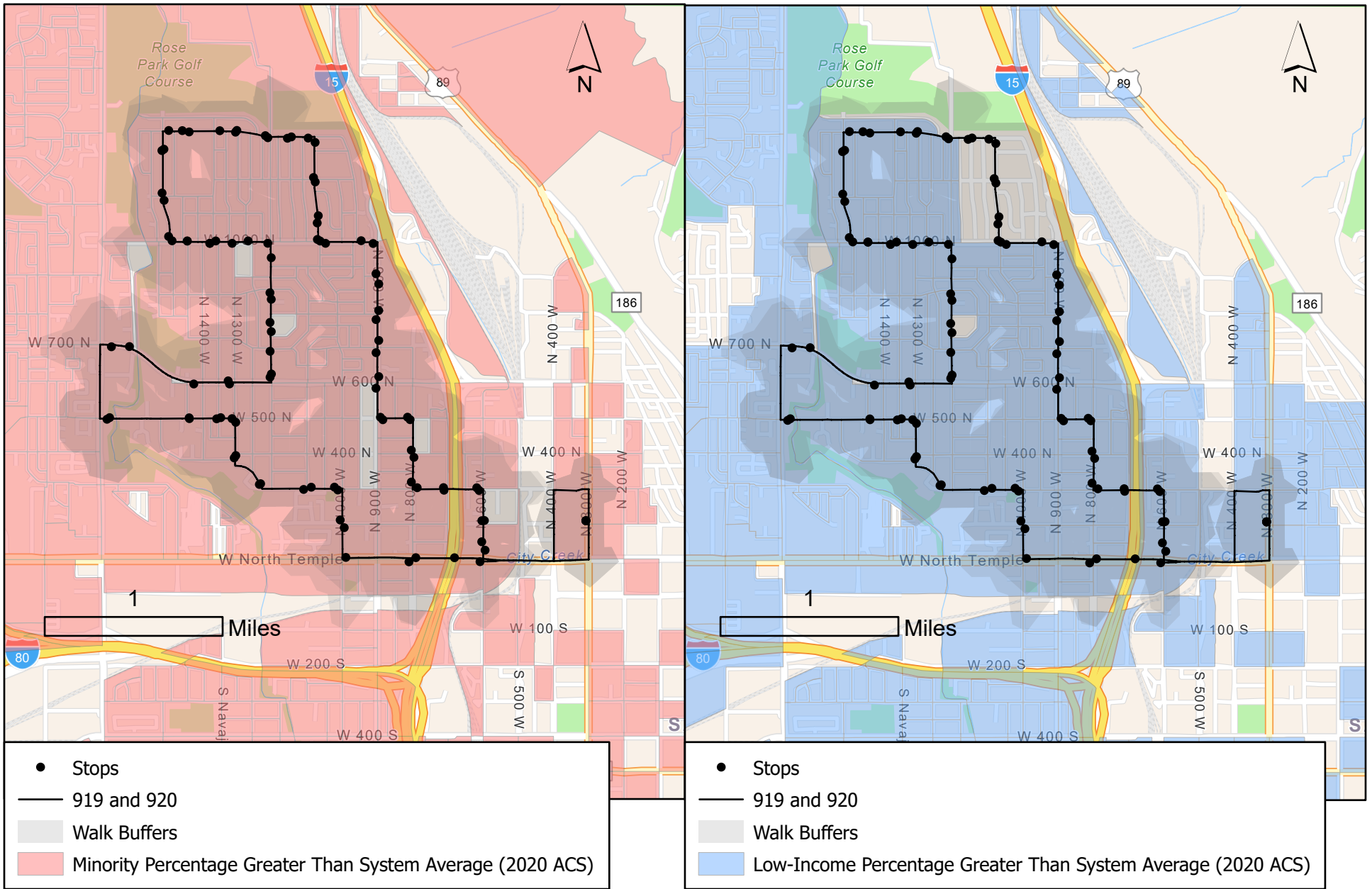


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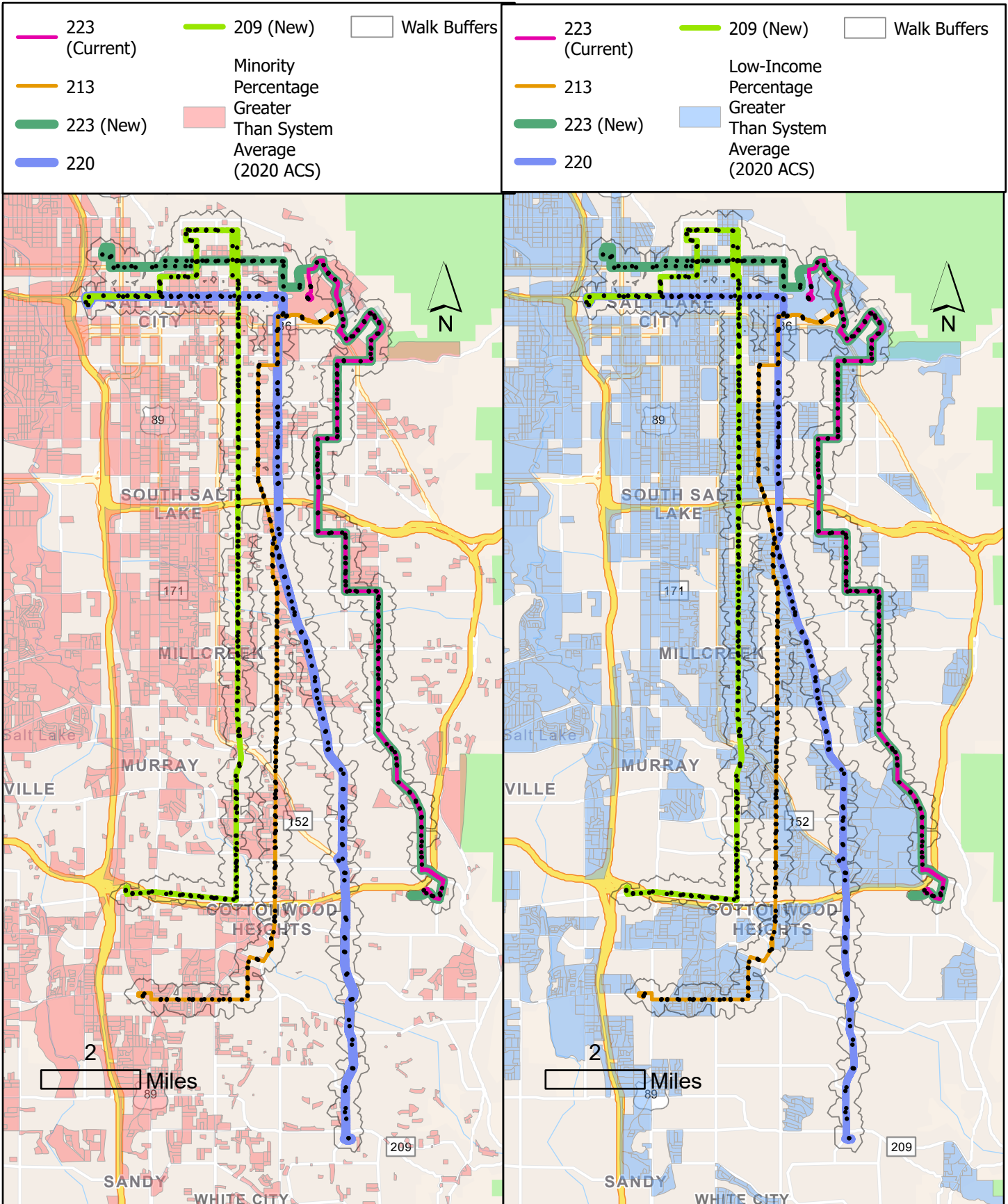
Covid19 Service Changes, Route 864 (Major Change but Below System Averages)



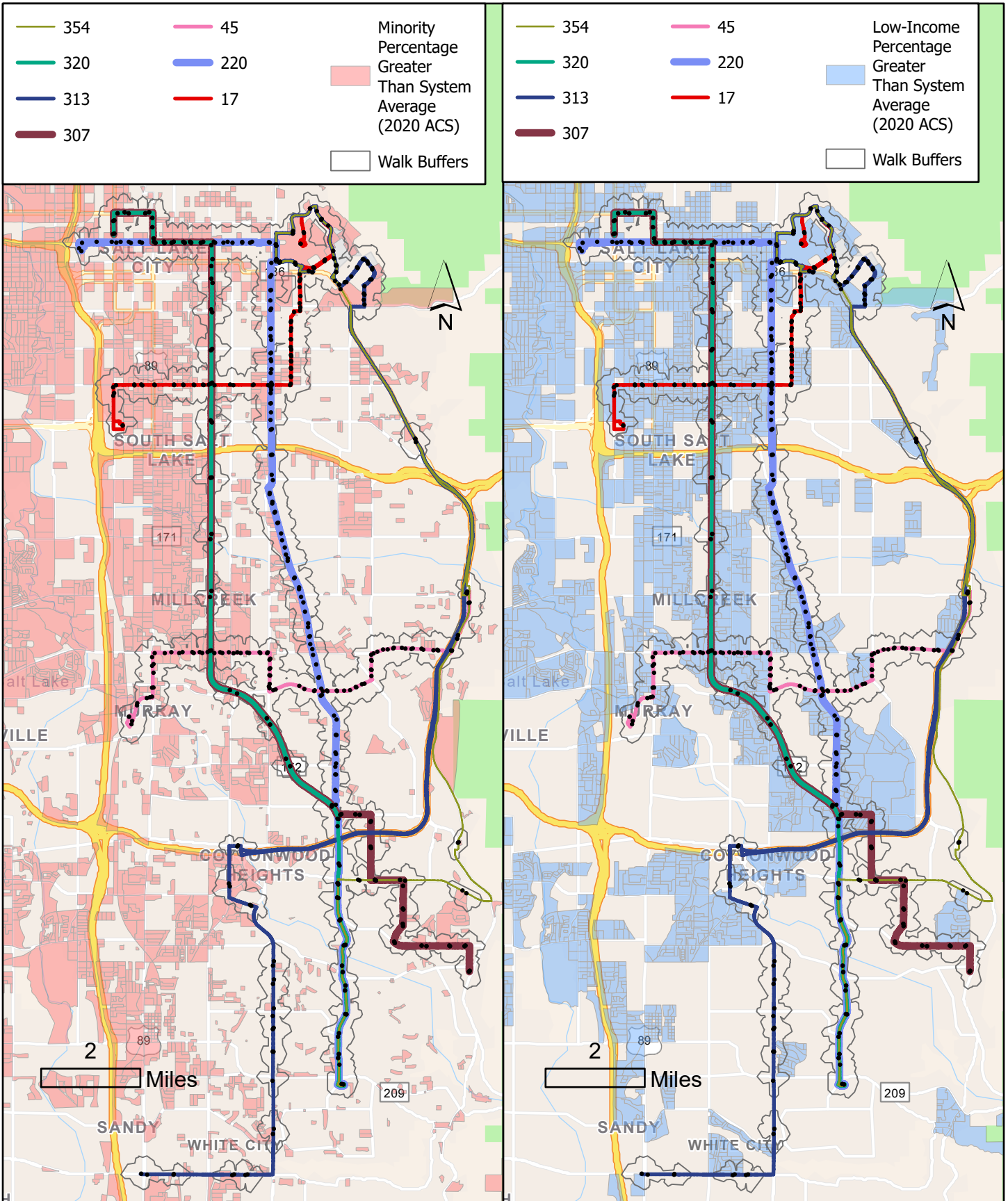
August 2022 Service Changes, Route 919 and 920 (Discontinued)



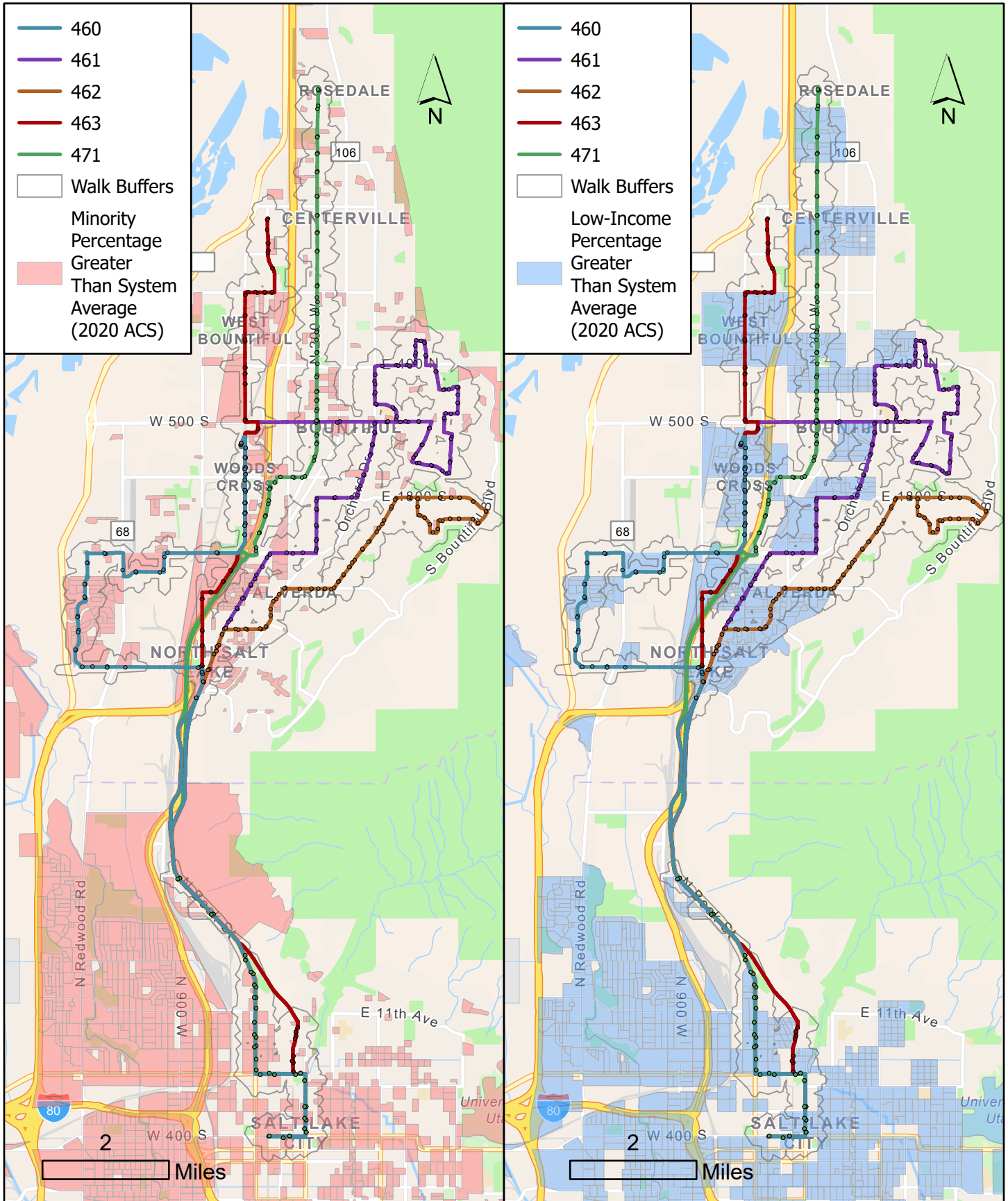
August 2022 Service Changes, Salt Lake County (Major Change and Below System Averages)



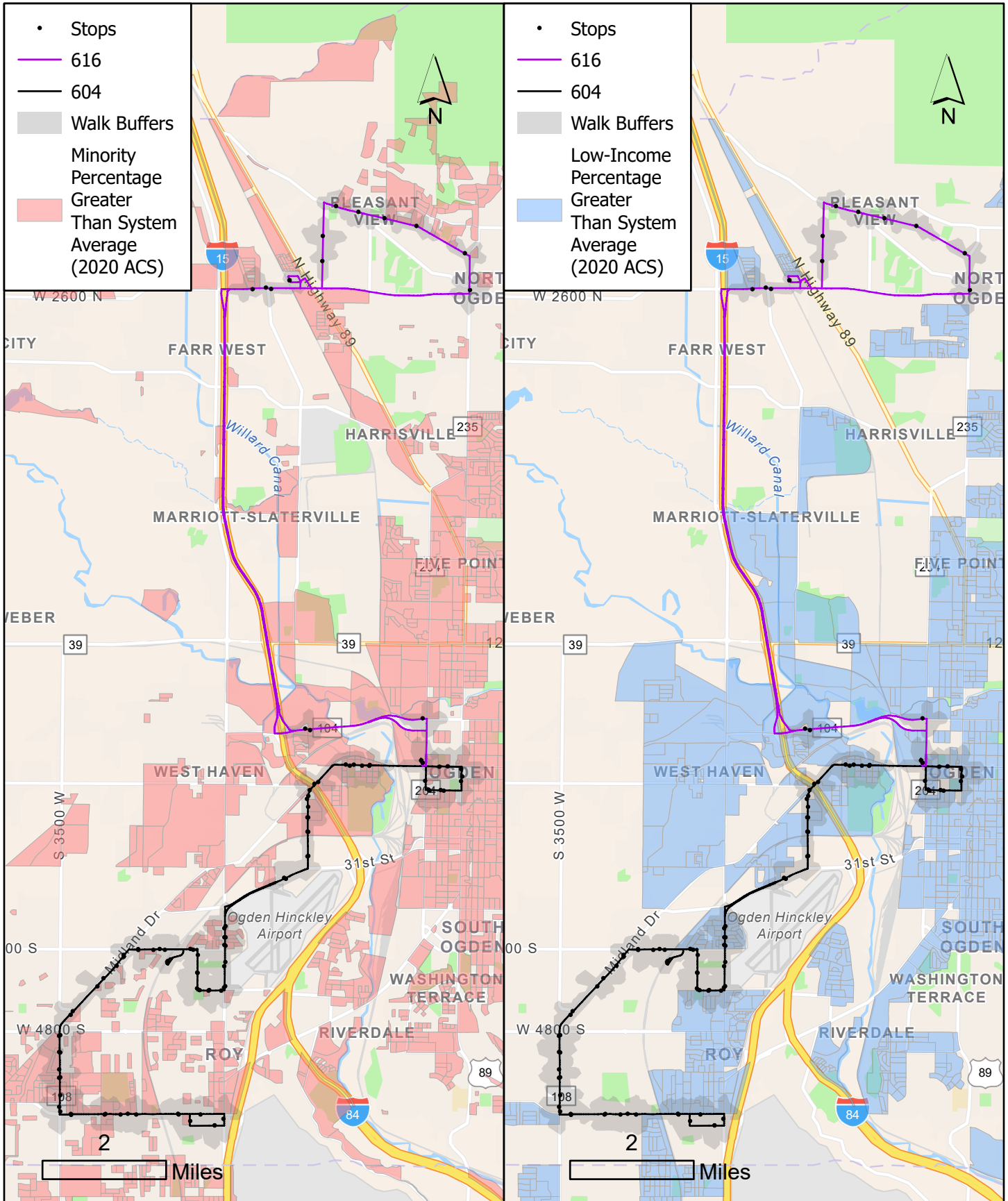
Covid19 Service Changes, Salt Lake County (Major Change and Below System Averages)



Covid19 Service Changes, South Davis Commuter Routes (Major Change and Below System Averages)



Covid19 Service Changes, Routes 604 and 616 (Major Change and Below System Averages)



Appendix A – August 2022 Change Day Public Comment

(Intentionally left blank)

August 2022 Change Day - Public Involvement Report

May 2022

Introduction

The Utah Transit Authority (UTA) proposed several major changes to transit service for implementation on August Change Day (August 7). Many of the major changes put forth in this process are changes that were made in 2020 due to service changes needed in response to COVID-19. Those changes were implemented in 2020 as emergency changes and therefore did not undergo a public process at that time. UTA is including them in our August 2022 process to make the 2020 changes official. Overall, the changes proposed strive to support long-term system improvements and include new, customer-focused innovations like UTA On Demand. The changes also bring service in line with UTA's Five-Year Service Plan, current staffing and available resources, as well as support recovery and evolution of service following previous reductions due to COVID-19. Those proposed major changes can be reviewed in Appendix 1 of this report.

The agency held a 30-day public comment period from March 2 through April 1 with multiple opportunities for the public to engage in the input process, including a virtual public hearing on March 17. The public comment process was moved earlier to accommodate additional time for public comment consideration, finalizing of changes, and ongoing communication and engagement with the public. This report details public involvement and feedback on the proposed changes.

Part 1: Public Engagement Efforts

Engagement Overview

Component	Dates	Additional Detail
Public Notice	March 2	A public notice was published across major news publications in areas with proposed major changes and on the Utah Public Notice Website.
Public comment period	March 2 – April 1	30-day period was required. Public notice was published. Comment was accepted via email, mail, online form, phone, and in-person at Customer Service locations.
Public hearing (Virtual)	March 17	15 days after public comment period announced, this public hearing was held virtually over Zoom. UTA staff presented information about proposed changes and answered questions. Registered participants were invited to provide public comment during the meeting. A recording was made available following the event.
Customer Service	March 2 – April 1	Customer service offices across the service area (3 locations) supported information sharing about proposed changes for members of the public to learn more and provide comment.
Virtual engagement	March 2 – April 1	Available throughout the comment period online, included virtually accessible information and feedback opportunities through OpenUTA. (Rideuta.com/August)

The public comment period was held for 30 days from March 2 through April 1. Multiple methods for sharing information on the proposed changes and submitting official comment on the proposed changes were made available to

the public. Methods for public comment included email, mail, phone, OpenUTA online comment form, the virtual public hearing, and at customer service locations. Information on proposed changes was shared widely via newspapers of general circulation in the service area, on-system signage at bus stops, UTA's website, and UTA's social media platforms, including Instagram, Facebook, and Twitter.

Public Hearing Notice

A detailed public hearing notice was distributed via newspapers of general circulation for publication on March 2, including the Standard Examiner, Daily Herald, Tooele Transcript, Deseret News, and the Salt Lake Tribune. The public notice was also shared via the Utah Public Notice Website. Proofs are included in Appendix 2.

Virtual Public Hearing

The virtual public hearing was held on Thursday, March 17 from 5pm-8pm. The event was held over Zoom webinars and was broadcast on the RideUTA Facebook Live feed. About 36 individuals from the public registered and attended the live event. A recording of the virtual public hearing was also available for viewing following the events on the UTA Facebook, YouTube channel, and OpenUTA page.

Facebook Part 1 (Davis & Weber):

- 657 People Reached
- 62 Engagements
- 0 Comments
- Link to the event on Facebook:
<https://fb.watch/ctvw hmLhLf/>

Facebook Part 2 (Salt Lake, Tooele, Utah):

- 801 People Reached
- 131 Engagements
- 9 Comments
- Link to the event on Facebook:
https://fb.watch/ctvx0 CXQ4_/

Youtube (3 Parts):

- 187 Total Views
- 5 Total Likes
- 1 Comments
- Link to the events on YouTube:
<https://www.youtube.com/user/UTAride/videos>

Virtual Engagement

Social Media

Social media platforms, including Facebook, Instagram, and Twitter were used to promote awareness around the proposed change and encourage participation in the public comment period.

Facebook: 5 posts	Instagram: 5 posts	Twitter: 3 posts
3/2 – 7,387 reach, 400 engagements	3/2 – 79 likes, 1 comment	3/2 – 11 retweets, 15 likes, 3 comments
3/10 – 2,398 reach, 95 engagements	3/10 – 41 likes, 5 comments	3/8 (partner retweet) – 5 retweets, 8 likes
3/14 – 1,110 reach, 97 engagements	3/14 – 616 views, 4 comments	3/10 – 7 retweets, 12 likes, 2 comments
3/16 – 1,474 reach, 20 engagements	3/16 – 14 likes, 0 comments	3/10 (partner retweet) – 2 retweets, 9 likes, 1 comment
3/31 – 2,967 reach, 132 engagements	3/31 – 38 likes, 0 comments	3/14 – 3 retweets, 8 likes, 1 comment
		3/16 – 5 retweets, 6 likes
		3/31 – 4 retweets, 3 likes

Website

Detailed information was shared via UTA's website. A carousel on the main page directed the public to detailed information on the proposed changes at rideuta.com/August. The public hearing information was also included on the public hearing page of the UTA website.

Part 2: Public Comment Analysis

Engagement by the Numbers

Mode	Comments (#)
Email	9
Mail	0
Customer Service	14
OpenUTA	259
Virtual Public Hearing*	39
Total Official	321

Public Comment Overview

Comments received during the 30-day comment period expressed concern about the proposed changes, with specific emphasis on certain routes with modifications or replacements; requests for service restoration; and other service considerations such as travel time and frequency. Below includes a summary of the comments by theme. A complete list of public comments can be found in Appendix 3.

Comment Themes

Theme	Detail	Comments (#)
Route-Specific	Comment references a specific route(s)	269
Frequency	Comment is about service frequency	97
Connections/Reliability	Comment mentions making connections between modes or routes, reliability of service, connecting to key destinations	79
Routing	Comment provides feedback on routing of service	67
Span of Service	Comment is about extending the hours and days of operations	59
Accessibility	Comment provides feedback on accessibility-related concerns	42
Travel Time	Comment mentions the amount of time traveling on transit	31
On Demand	Comment is about UTA On Demand service	26
Customer Information	Comment mentions UTA sharing information with customers, including system information and public engagement information	25
Service Restoration	Comment mentions restoring service that was previously reduced or suspended	16
Cost/Free	Comment mentions cost of service, including free fare	9

The summary above provides an overview of the major themes and topics expressed in the comments. Each comment was individually coded for themes. As noted in the table, many of the comments related to specific routes and modes, including expressed opposition to the proposed changes for some routes, detailed below. Many comments referred restoration and improvements, such as increased frequency, increased span of service, and more.

**Note: the number of themes in the tables above will add up to more than 321 because multiple comments expressed more than one theme.*

Route-Specific Comments

The most mentioned routes included:

- Tooele routes
- Route 209
- Route 6
- FrontRunner
- TRAX
- Route 3
- Route 205
- Route 1
- Route 217
- Route 223
- Route 220
- Route 17
- Route 47
- Route 455

Additional Public Engagement

- **Reporting Back** – UTA will report back to the community and public comment period participants on the comment period, findings, and next steps.
- **Ongoing Engagement Efforts:**
 - **On Demand** – UTA On Demand zones in Salt Lake, Tooele, and Davis Counties will benefit from additional engagement support in preparation for August Change Day. UTA will work with communities in providing information, resources, and support in transitioning to the new service.
 - **Communications & Outreach** – ongoing until and after August Change Day, rider and community outreach will be ongoing to support questions and discussion request from different communities. General and widespread communications will continue to support understanding and awareness of the planned changes.
- **Additional opportunities for the public to engage** – UTA is preparing for both a Five-Year Service Plan update, as well as the development of a Long Range Transit Plan. These plans are important opportunities for community members across the UTA service area to get involved and help shape transit decisions for years to come, including those that come each year on Change Day.

Appendix 1 - Proposed Changes

All proposed changes for August 2022 were shared at rideuta.com/August. Proposed routes for August 2022 can be viewed on this [map](#).

Definitions:

- **Span** – refers to the hours and days of operation. If span is increased on a route that might mean the route will run earlier in the mornings, later in the evening, or on Saturday and/or Sunday.
- **Frequency** – refers to how often the service runs, many UTA routes run every 15, 30, or 60 minutes.

Salt Lake County

Salt Lake County – Past COVID Emergency Changes (These changes were implemented in response to COVID-19 in April 2020 without a public hearing, they are now being made permanent. The levels of service reflect current levels.)		
Route	Change	Details
2	Increased Span	Expanded span of service
2X	Suspended	
4	Increased Span	Expanded span of service
9	Increased Span	Expanded span of service
17	Reduced	Reduced frequency, 60 minute weekday service
21	Increased Span	Expanded span of service
33	Increased Frequency, Increased Span	15 minute weekday/Saturday service; expanded span of service
35	Increased Frequency, Increased Span	15 minute weekday/Saturday service; expanded span of service
35M	Discontinued	Use Routes 33, 35
39	Increased Span	Expanded span of service
41	Reduced	Reduced frequency, 30 minute weekday/Saturday service, 60 minutes Sunday
45	Reduced	Reduced frequency, 30 minute weekday/Saturday service, 60 minutes Sunday
47	Reduced	Reduced frequency, 30 minute weekday/Saturday service, 60 minutes Sunday)
54	Reduced	Reduced frequency, 30 minute weekday/Saturday service, 60 minutes Sunday
72	Increased Frequency, Increased Span	30 minute weekday service; expanded span of service
F94	Increased Span	Expanded span of service
200	Increased Span	Expanded span of service
201	Increased Frequency, Increased Span	Expanded span of service, 30 minute weekday service
205	Reduced	Reduced frequency, 30 minute weekday/Saturday service, 60 minutes Sunday
209	Increased Span	Expanded span of service

213	Increased Span	Expanded span of service
217	Increased Frequency, Increased Span	15 minute weekday/Saturday service; expanded span of service
218	Increased Span	Expanded span of service Saturdays
220	Reduced	Reduced frequency, 30 minute weekday/Saturday service, 60 minutes Sunday
223	Reduced	Reduced span of service
227	Reduced	Reduced span of service
248	Reduced	Reduced span of service
307	Discontinued	
313	Discontinued	
320	Discontinued	
354	Discontinued	
509	Increased Frequency, Increase Span	Increased frequency, 30 minute weekday; expanded span of service
F514	Increased Frequency, Increase Span	Increased frequency, 30 minute weekday; expanded span of service
F556	Increased Frequency, Increase Span	Increased frequency, 30 minute weekday; expanded span of service
F570	Increased Frequency, Increase Span	Increased frequency, 30 minute weekday; expanded span of service
F578	Increased Frequency, Increase Span	Increased frequency, 30 minute weekday; expanded span of service
F590	Increased Frequency, Increase Span	Increased frequency, 30 minute weekday; expanded span of service

Salt Lake County – Proposed August Service Changes		
Route	Change	Details
1	New	15 minutes weekday/Saturday, 30 minutes Sunday
3	Discontinued	Use Routes 4, 223 [extended]
6	Discontinued	Use Routes 1 [new], 209 [extended], F11
F11	Routing Change	Change in alignment, portion of route discontinued
41	Discontinued	Use Route 47
47	Routing Change	Route extended to cover eliminated route 41
205	Routing Change	Route extended to Rose Park. Portion of route discontinued. To go to SL Central Station, transfer to routes 2, 209, or 220.
209	Routing Change	Route extended to Avenues. Transfer to routes 1, 2, 220 to go to downtown SLC. Portion of route discontinued.
213	Routing Change	Proposed to run on 1300 E between 2700 S and UofU. Route 220 will run on 1100 E/Highland. Change in alignment, new routing
217	Routing Change	Route ends at State Office buildings, use UTA on Demand, route 1 [new] or 205 [extended]. Change in alignment, portion of route discontinued
220	Routing Change	Proposed to run on 1100 E/Highland between 2700 S and 900 S. Route 213 will run on 1300 E. Change in alignment, new routing

223	Routing Change	Route extended into Avenues and no longer serves VA and part of Foothill. Replaces route 3. Portion of route discontinued
519	Discontinued	(Use Routes 1, 205, UTA On Demand)
520	Discontinued	(Use Routes 1, 205, UTA On Demand)
919	Discontinued	(Use Routes 1, 205, UTA On Demand)
920	Discontinued	(Use Routes 1, 205, UTA On Demand)

Tooele County

Tooele County – Proposed August Service Changes		
Route	Change	Details
F400	Discontinued	Replaced by UTA On Demand
F402	Discontinued	Replaced by UTA On Demand
F453	Routing Change	F453 – change in alignment, portion of route discontinued

Utah County

Utah County – Past COVID Emergency Changes (These changes were implemented in response to COVID-19 in April 2020 without a public hearing, they are now being made permanent. The levels of service reflect current levels.)		
Route	Change	Details
809	Suspended	
821	Increase Frequency; Increased Span	Increased frequency, 30 minute weekday; expanded span of service
830X	Reduced	Reduced frequency, 20 minute weekday/Saturday on East Bay Loop
831	Increased Span	Increased span of service
833	Reduced	Reduced frequency, 60 minute weekday/Saturday
841	Increase Frequency; Increased Span	Increased frequency, 30 minute weekday; expanded span of service
850	Increased Span	Increased span of service weekdays & Saturdays
862	Increased Span	Increased span of service weekdays & Saturdays
864	Suspended	(to be replaced by UTA on Demand in future)

Utah County – Proposed August Service Changes		
Route	Change	Details
830X	Increased Frequency	6 minute headways

Davis & Weber Counties

Davis & Weber Counties – Past COVID Emergency Changes (These changes were implemented in response to COVID-19 in April 2020 without a public hearing, they are now being made permanent. The levels of service reflect current levels.)		
Route	Change	Details

456	Discontinued	Customer can use FR, Route 472
460	Discontinued	Replaced by UTA on Demand
461	Discontinued	Replaced by UTA on Demand
462	Discontinued	Replaced by UTA on Demand
463	Discontinued	Replaced by UTA on Demand
471	Discontinued	Replaced by UTA on Demand
472	Reduced	6 trips/day
473	Reduced	12 trips/day
601	Reduced	Reduced span of service
604	Reduced	Reduced frequency, 60 minute weekdays
608	Discontinued	Facility closed
612	Reduced	Reduced frequency north of OTC
613	Reduced	Reduced frequency, 60 minute weekdays
616	Suspended	(to be replace by UTA on Demand in future)
625	Reduced	Reduced frequency, 30/60 minute service weekdays
626	Reduced	Reduced frequency, 30/60 minute service weekdays
627	Reduced	Reduced frequency, 30/60 minute service weekdays
645	Reduced	Reduced frequency, 30/60 minute service weekdays

Utah County – Proposed August Service Changes

<i>Route</i>	<i>Change</i>	<i>Details</i>
455	Routing change	Routing adjustment near WSU
602	New	New shuttle route WSU
F605	Discontinued	Replaced by UTA on Demand
625	Routing change	Routing adjustment near WSU
640	Routing change	Routing adjustment near WSU
645	Routing change	Routing adjustment near WSU and at southern end of Line
650	Routing Change	Routing adjustment near WSU

Rail

Rail – Past COVID Emergency Changes

(These changes were implemented in response to COVID-19 in April 2020 without a public hearing, they are now being made permanent. The levels of service reflect current levels.)

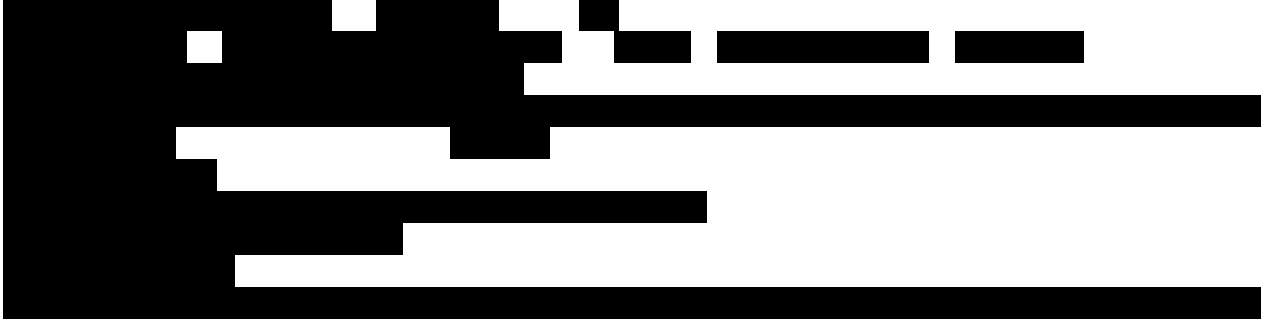
<i>Route</i>	<i>Change</i>	<i>Details</i>
TRAX Blue Line	Reduced	Reduced frequency Saturdays & Sundays
TRAX Red Line	Reduced	Reduced frequency Saturdays & Sundays
TRAX Green Line	Reduced	Reduced frequency Saturdays & Sundays
S-Line	Reduced	Reduced frequency Saturdays & Sundays
FrontRunner	Reduced	Reduced frequency Saturdays & Sundays

Appendix 2 - Public Notice Proofs

Public Notice was published in the Salt Lake Tribune, Standard Examiner, Daily Herald, Tooele Transcript, Deseret News, and the Utah Public Notice Website. The proofs for each publication follow.

Standard-Examiner/Daily Herald Legals Print Ad Proof

ADNo: 9471 Customer Number: [REDACTED]
Customer Name: MEGAN WATERS Company: UTAH TRANSIT AUTHORI
Address: 669 W. 200 S.
City/St/Zip: SALT LAKE CITY ,UT 84101



NOTICE OF PUBLIC MEETING AND COMMENT PERIOD

UTAH TRANSIT AUTHORITY

RE: August 2022 Service Changes.
The Utah Transit Authority (UTA) is proposing changes to transit service beginning in August. The proposed changes aim to improve flexibility and access; align with long range and regional transportation plans; consider workforce constraints; and replace and upgrade routes with on-demand service for increased mobility. For a complete list of proposed changes please visit rideuta.com/August. A 30-day public comment period will occur March 2 through April 1; one virtual public meeting, along with several other community engagement opportunities, will be held to gather feedback.

Public Comments:

Relevant information about the proposed service changes will be available at the virtual public meeting and on the UTA Website at rideuta.com/August. The proposed service changes will be available for public review and comment from **March 2, 2022 - April 1, 2022**. Comments must be received, postmarked or electronically submitted to UTA through one of the following methods by **5 p.m. on April 1, 2022** to be considered as part of the public comment record.

- **Email:** hearingofficer@rideuta.com
- **Phone:** 801-743-3882, option 5
- **Mailing:** Utah Transit Authority, C/O Megan Waters, 669 W 200 S, Salt Lake City, UT 84101
- **Website:** rideuta.com/August

Public Hearing Date & Format:

There will be a public hearing held on **Thursday, March 17 from 5pm-8pm - it will be divided into three sections for each geographic area:**
5-6pm: Weber & Davis County Changes; 6-7pm: Salt Lake County Changes; 7-8pm: Tooele & Utah County Changes. The public meeting will provide an overview of proposed service changes in each geographic area, take questions, and accept public comment from participants.

Listen Only: If you wish to view and listen (only) to the formal meeting, you can do so live at UTA's Facebook page:
<https://www.facebook.com/RideUTA/>



PROOF OF PUBLICATION

CUSTOMER'S COPY

CUSTOMER NAME AND ADDRESS

Utah Transit Authority
Utah Transit Authority C/O Megan Waters
669 West 200 South
Salt Lake City, UT 84101

ACCOUNT NUMBER

ACCOUNT NAME

Utah Transit Authority

TELEPHONE

ORDER #

CUSTOMER REFERENCE NUMBER

Public Comment Notice - ORDINANCES

CAPTION

NOTICE OF PUBLIC COMMENT PERIOD UTAH TRANSIT AUTHORITY RE: UTA Ordinances.

TOTAL COST

NOTICE OF PUBLIC COMMENT PERIOD UTAH TRANSIT AUTHORITY

RE: UTA Ordinances. UTA is holding a public comment period to receive input on its revised Fare Payment, Criminal & Trespassing Ordinances.

Public Comments:

Relevant information about the revised ordinances will be available at the public meeting and on the UTA Website at rideuta.com/Ordinances. The proposed revisions will be available for public review and comment from May 11 - June 10, 2022. Comments must be received, postmarked or electronically submitted to UTA through one of the following methods by 5 p.m. on June 10, 2022, to be considered as part of the public comment record.

- Email: hearingofficer@rideuta.com
Phone: 801-743-3882, option 5
Mailing: Utah Transit Authority, C/O Megan Waters, 669 W 200 S, Salt Lake City, UT 84101
Website: rideuta.com/Ordinances

Public Meeting:

There will be a virtual public meeting held on Tuesday, May 24, 2022, at 6pm. The public meeting will provide an overview of the public ordinances, proposed revisions, take questions, and accept public comment from participants.

Participate: If you would like to provide a public comment during the public meeting on May 24, please register to join via Zoom any time prior to the meeting's conclusion: https://us02web.zoom.us/webinar/register/WN_fy31AhtYOxaUzS0WQfG0mg

Listen Only: If you wish to view and listen (only) to the meeting, you can do so live at UTA's Facebook page: https://www.facebook.com/RideUTA/. A recording will be available following the event through UTA's YouTube channel or Facebook page.

To assure full participation at the meeting and during the public comment period, accommodations for effective communication such as a sign language interpreter, printed materials in alternative formats or a language interpreter for non-English speaking participants must be requested at least five (5) working days prior to the date of the scheduled event by contacting the UTA Hearing Officer at 801-244-3271. Requests for ADA accommodations should be directed to UTA's ADA Compliance Officer at 801-262-5626 or dial 711 to make a relay call for deaf or hearing-impaired persons. DN0016341

AFFIDAVIT OF PUBLICATION

AS THE DESERET NEWS, INC. LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF LEGAL NOTICE FOR UTAH TRANSIT AUTHORITY WAS PUBLISHED BY DESERET NEWS, INC., WEEKLY NEWSPAPER PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINITELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-104-3-104.

PUBLISHED ON 05/11/2022

DATE 05/17/2022

STATE OF UTAH
COUNTY OF Salt Lake

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 17th DAY OF MAY IN THE YEAR 2022

BY KARYN VIGIL

SIGNATURE

[Handwritten signature of Karyn Vigil]



[Handwritten signature of Lenea Tapusoa]
NOTARY PUBLIC SIGNATURE

Standard-Examiner/Daily Herald Legals Print Ad Proof

ADNo: 9472 Customer Number: [REDACTED]
Customer Name: MEGAN WATERS Company: UTAH TRANSIT AUTHORI
Address: 669 W. 200 S.
City/St/Zip: SALT LAKE CITY ,UT 84101

[REDACTED]

[REDACTED]

NOTICE OF PUBLIC MEETING AND COMMENT PERIOD

UTAH TRANSIT AUTHORITY

RE: August 2022 Service Changes.
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Public Comments:

Relevant information about the proposed service changes will be available at the virtual public meeting and on the UTA Website at rideuta.com/August. The proposed service changes will be available for public review and comment from **March 2, 2022 - April 1, 2022**. Comments must be received, postmarked or electronically submitted to UTA through one of the following methods by **5 p.m. on April 1, 2022** to be considered as part of the public comment record.

- **Email:** hearingofficer@rideuta.com
- **Phone:** 801-743-3882, option 5
- **Mailing:** Utah Transit Authority, C/O Megan Waters, 669 W 200 S, Salt Lake City, UT 84101
- **Website:** rideuta.com/August

Public Hearing Date & Format:

There will be a public hearing held on **Thursday, March 17 from 5pm-8pm - it will be divided into three sections for each geographic area:**
5-6pm: Weber & Davis County Changes; 6-7pm: Salt Lake County Changes; 7-8pm: Tooele & Utah County Changes. The public meeting will provide an overview of proposed service changes in each geographic area, take questions, and accept public comment from participants.

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<https://www.facebook.com/RideUTA/>

PROOF OF PUBLICATION

STATE OF UTAH }
County of Tooele } SS.

NOTICE OF PUBLIC MEETING AND COMMENT PERIOD
 UTAH TRANSIT AUTHORITY
 RE: August 2022 Service Changes. The Utah Transit Authority (UTA) is proposing changes to transit service beginning in August. The proposed changes aim to improve flexibility and access; align with long range and regional transportation plans; consider workforce constraints; and replace and upgrade routes with on-demand service for increased mobility. For a complete list of proposed changes please visit rideuta.com/August. A 30-day public comment period will occur March 2 through April 1; one virtual public meeting, along with several other community engagement opportunities, will be held to gather feedback.

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 - hearingofficer@rideuta.com
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I, Clayton J. Dunn, being first duly sworn, depose and say that I am the Publisher of the Tooele Transcript Bulletin, a weekly newspaper of general circulation published each Wednesday at Tooele City, Tooele County, Utah; that the notice attached hereto and which is a part of the proof of publication of:

Notice of Public Meeting
Utah Transit Authority

was published in said newspaper for one issue(s), the first publication having been made on the 2nd day of March, 2022, and the last on the 2nd day of March, 2022; that said notice was published in the regular and entire issue of every Wednesday edition of the newspaper during the period and time of publication, and the same was published in a newspaper proper and not in a supplement. Said notice was also placed online at www.utahlegals.com.


Clayton J. Dunn

Subscribed and sworn to me this 2nd day of March, 2022.


 CHRISTIN EVANS
 Notary Public, State of Utah
 Commission # 722008
 My Commission Expires
 January 5, 2026


Notary Public

TOOELE Transcript Bulletin

90 S 400 W STE 700
SALT LAKE CITY, UT 84101-1431

The Salt Lake Tribune

PROOF OF PUBLICATION

CUSTOMER'S COPY

CUSTOMER NAME AND ADDRESS

UTAH TRANSIT AUTHORITY
MEGAN WATERS
669 W 200 S
SALT LAKE CITY, UT 84101
mwaters@rideuta.com

ACCOUNT NUMBER

ACCOUNT NAME

UTAH TRANSIT AUTHORITY

TELEPHONE

ORDER #

CUSTOMER REFERENCE NUMBER

CAPTION

NOTICE OF PUBLIC MEETING AND COMMENT PERIOD
UTAH TRANSIT AUTHORITY RE: August 2022 Service
Changes.

TOTAL COST

NOTICE OF PUBLIC MEETING AND COMMENT PERIOD UTAH TRANSIT AUTHORITY

RE: August 2022 Service Changes. The Utah Transit Authority (UTA) is proposing changes to transit service beginning in August. The proposed changes aim to improve flexibility and access; align with long range and regional transportation plans; consider workforce constraints; and replace and upgrade routes with on-demand service for increased mobility. For a complete list of proposed changes please visit rideuta.com/August. A 30-day public comment period will occur March 2 through April 1; one virtual public meeting, along with several other community engagement opportunities, will be held to gather feedback.

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- **Website:** rideuta.com/August

Public Hearing Date & Format:

There will be a public hearing held on **Thursday, March 17 from 5pm-8pm – it will be divided into three sections for each geographic area:** 5-6pm: Weber & Davis County Changes; 6-7pm: Salt Lake County Changes; 7-8pm: Tooele & Utah County Changes. The public meeting will provide an overview of proposed service changes in each geographic area, take questions, and accept public comment from participants.

Listen Only: If you wish to view and listen (only) to the formal meeting, you can do so live at UTA's Facebook page: <https://www.facebook.com/RideUTA/>

Participate: If you would like to join the event live at any time throughout, please register to join via Zoom any time prior to the hearing's conclusion: https://us02web.zoom.us/webinar/register/WN_GDZcpadkT065Jmodt-wDHBg

Registered participants will be given an opportunity to speak in a specified order. To ensure all participants have an opportunity to speak, comments are limited to three minutes per person. All who wish to view the hearing following the event may do so through our [YouTube channel](#) or [Facebook page](#).

Public Open Houses

UTA Customer Service locations will host information about proposed service changes onsite during the public comment period from March 2 through April 1. Members of the public who wish to learn more can visit a customer service location Monday through Friday, between the hours of 8:30 AM and 5:00 PM.

To assure full participation at the hearing and during the public comment period, accommodations for effective communication such as a sign language interpreter, printed materials in alternative formats or a language interpreter for non-English speaking participants must be requested at least five (5) working days prior to the date of the scheduled event by contacting the UTA Hearing Officer at **801-244-3271**. Requests for **ADA accommodations** should be directed to UTA's ADA Compliance Officer at **801-262-5626 or dial 711** to make a relay call for deaf or hearing impaired persons.
SLT0015949

AFFIDAVIT OF PUBLICATION

AS THE SALT LAKE TRIBUNE, INC. LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF NOTICE OF PUBLIC MEETING AND COMMENT PERIOD UTAH TRANSIT AUTHORITY RE: August 2022 Service Changes. FOR UTAH TRANSIT AUTHORITY WAS PUBLISHED BY THE SALT LAKE TRIBUNE, INC., WEEKLY NEWSPAPER PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAH-LEGALS.COM INDEFINITELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

PUBLISHED ON 03/02/2022

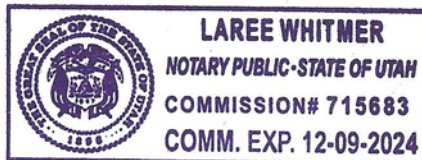
DATE 03/09/2022

STATE OF UTAH
COUNTY OF SALT LAKE

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 9th DAY OF MARCH IN THE YEAR 2022

BY Jordyn Gallegos

SIGNATURE



NOTARY PUBLIC SIGNATURE



Welcome to the Utah Public Notice Website: Your central source for all public notice information in Utah

Utah Transit Authority: Utah Transit Authority

Entity: Utah Transit Authority

Body: [Utah Transit Authority](#)

Subject: Public Transit District Transportation

Notice Title: Public Hearing Notice

Notice Type: Notice, Meeting

Event Start Date & Time: March 17, 2022 05:00 PM

Event End Date & Time: March 17, 2022 08:00 PM

Description/Agenda:

There will be a public hearing held on Thursday, March 17 from 5pm-8pm - it will be divided into three sections for each geographic area: 5-6pm: Weber & Davis County Changes; 6-7pm: Salt Lake County Changes; 7-8pm: Tooele & Utah County Changes. The public meeting will provide an overview of proposed service changes in each geographic area, take questions, and accept public comment from participants.

Notice of Special Accommodations:

Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting callredge@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

Notice of Electronic or telephone participation:

Listen Only: If you wish to view and listen (only) to the formal meeting, you can do so live at UTA's Facebook page: <https://www.facebook.com/RideUTA/> **Participate:** If you would like to join the event live at any time throughout, please register to join via Zoom any time prior to the hearing's conclusion:

https://us02web.zoom.us/webinar/register/WN_GDZcpadkT065JmodtwDHBg Registered participants will be given an opportunity to speak in a specified order. To ensure all participants have an opportunity to speak, comments are limited to three minutes per person. All who wish to view the hearing following the event may do so through our YouTube channel or Facebook page.

Other Information

This notice was posted on: March 01, 2022 03:58 PM

This notice was last edited on: March 02, 2022 07:40 AM

Deadline Date: March 17, 2022 01:00 AM

Board/Committee Contacts

Meeting Location:

669 West 200 South
Salt Lake City UT, 84101

[Map this!](#)

Contact Information:

Hearing Officer
hearingofficer@rideuta.com
(801)237-1952

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Appendix 3 – Public Comments

A complete list of the 321 public comments received.

What comments or feedback do you have on the proposed service changes for August 2022?

Comments from Online Form

I would love to see Route 9's expanded service as a permanent thing. Not related to the route, but it'd also be nice if we had better signaling of upcoming stops on UTA buses (instead of just the occasional announcement, more regularly shown on the screen at the front of the bus -- hard to see stops when it's dark outside, hard to hear on bus sometimes.)

My feedback would be to please increase frontrunner service times to what they were pre-COVID. The current timetable makes it extremely difficult to consistently use the Frontrunner. The vast majority of the day has trains running only once per hour. This schedule makes me unable to consistently use and rely upon the train as a commuting method.

Please consider having route 205 having later buses. I work swingshift four nights a week and cannot get home from work. The only buses running in this area is the 900 E. bus the state street bus and 900 S. bus. We need more buses later than 930. This is my main source of transportation and it's frustrating not being able to get home from work at 11 PM and it's not safe to walk to 900 E. and it's not safe to walk to State Street. This area is part of downtown and there's a lot of people in this area that could use this service

So I have most of the issues in Layton in Farmington like the 627 Clearfield station the 60 minutes or 30 minutes to wait to catch the next bus heading to kaysville and the 667 bus from Lagoon to Farmington station I feel like the bus should be in timed with the trains arrivals and departures to get to work at Lagoon I have missed the train because it doesn't get there before the train the parts like I miss it by 2-10 or getting to Farmington station in the bus takes like 20 minutes or 10 minutes to depart I can wait that but it's takes time from getting to work out Lagoon. Population should be more optimized for the trains arrivals in general and the train should run more often it's very annoying to wait hour for the next train and should be like at least 30 minutes 20 minutes like in Europe or something like that more more faster I know it's hard because it's on a single track and maintenance of course I understand that but it should be more frequent

Hi! We would like to see the normal UVX route include the Provo Towne mall again. We live right downtown and we used to take the UVX to Provo Towne mall and back frequently, for shopping, hair cuts, art classes, and movies. Now we just walk, because to take UVX one stop to the transit station and then wait at least 20 minutes for the East Bay UVX seems pointless to us, and using UVX to go home is even less convenient.

I know that a lot of the East Bay route services workplaces and so that route might be used infrequently, but I believe the stretch down to the Provo Towne mall was being used and benefited the mall.

I realize we might be in a minority, but it was worth bringing it up just in case. :) We miss having that transit the connection to the mall. Maybe UVX could go by the mak and then up University Ave to 400 S stop and so on, and a smaller bus could do the East Bay loop instead?

Thanks for reading!!

I WOULD HIGHLY RECOMMEND NOT RELYING ON THE UTA ON DEMAND FOR ANY COVERAGE!!!! THEY ARE HIGHLY UNRELIABLE!!!!!!!!!!!!!!!!!!!!!!

Keeping routes 47 and 54 at 30 minutes is a disincentive to resume riding them. Bus routes often don't align well with trax timetables so you often just miss the train or bus, so 15 min on those bus routes helps lessen this. Currently, I wait for 54 to arrive at Murray central after getting off trax, then also wait on the bus until we can depart. It's just adding too much time to the commute. Adding to route 47 will only intensify this problem, especially if it stays at 30 min. By the time the buses leave, 4 trains have passed by and the buses are packed. Please return to 15 minutes between buses

Make the bus free, I don't drive & it's great for taking my baby to her appointments without having to ask others. Thank you for having a clean & safe bus system.

I appreciate the new 1 route, I have wanted to volunteer at the Guadalupe School but getting there on transit from the U was a hassle. This route makes it much easier. I will miss the 209 going direct to downtown from Sugarhouse, but the new 220 routing helps makes up for that. I wish you would increase the frequency or span of service for the 17. I use it to go to Costco, Sams Club, 15th & 15th, SLCC, etc and hour headways make it difficult to rely on.

I support the changes to the bus routes in the greater Rose Park neighborhood. However, I am disappointed that 30-minute headways on weekend TRAX service is being made permanent. This makes for terrible wait times when transferring between TRAX lines. I feel that 20-minute weekend headways need to be restored.

I hate the reduced service on the 205. Especially now that it's running to Rose Park (the whole west side deserves better service) 30 min on week days and hourly on weekends stinks. Restore more frequent service on Trax. If we want more people to take transit, we need rail to be frequent, even and especially on weekends.

30 minute frontrunner schedule throughout the day would be INCREDIBLE. Especially on weekend evenings, it'd be such a benefit to have the train come more than hourly.

6 minute headways on UVX sound awesome! Are there any plans to create other BRT lines in the provo orem area?

I'm a little sad about the reduced service on the / loop in provo, but given what it routes too, I'm not that surprised. There were some development proposals down there for some apartments around the mall, if those go do end up getting built I hope that the service would increase back up.

A lot of the other changes in the Utah county area are vague. I'm not sure what increased "span" means. If that means increase service times, great! Otherwise, what gives? I feel like this whole page could be presented in a more user friendly manner so that it is better understood by the average Utahn. I mean I'm a guy that watches CityNerd and Not Just Bikes for fun and I don't know what a lot of the jargon means.

The 30 minute service on TRAX on the weekends doesn't make sense when you have certain bus lines running every 15 minutes. TRAX needs to go back to running more frequently, if not on Sunday, at least on Saturdays.

Please expand route 54 to run every 15 minutes. It is incredibly cold during the winter months to wait 30 minutes outside in the cold for the bus to arrive. Expanding the 54 route would also cut my commute home from 2 hrs to 1.5 hrs. I would greatly appreciate this change and I am sure fellow commuters in the Kearns would appreciate this as well. Thank you.

Need more Frontrunner. Especially Davis country in the morning & evening. It is frustrating it only comes every hour.

Hello! Please take my comments into consideration. I rely on route 462. Prior to COVID, I used it to go to and from work and to transport groceries to my house in Davis County. I work at the University of Utah Hospital. I have arthritis in my knees. It's a painful walk to and from the 455 stop on Orchard drive. Also, I don't have a smart phone to download the On Demand App. I know there's a phone number I can call to schedule trips, but after reading the information on line about the On Demand service, I don't see how it would benefit me. I would need it to go to and from the bus stop on Orchard Drive.

1. 205 go back to every 15 minutes on weekdays.

2. Make Hive pass easier to purchase

3. Free public transit!! (At least bus service)

When route 17 ran every half-hour, it was already quite inconvenient, as I relied on it to get to work. The change to just one bus an hour renders it nearly useless, and arguably a main reason that I now drive to work every day, even though it is only a couple miles away. A local bus route with that level of infrequency seems like a waste of effort to me. I would either restore the 30-minute frequency, or just discontinue route 17 and improve other services between Sugar House and the U.

Really used and appreciated the 462 route. Many of my bus friends did as well. We have had to use other inconvenient options to get to work. It makes it less desirable to take the bus and pushes us to drive our own vehicles instead. Not sure what the decision to cancel this route was based on but I know it would be used and appreciated if it was started up again. The 455 is crowded and much harder for me to get to the stops. I'm afraid I'll be driving in a lot more. Please reconsider reinstating Route 462. Thanks

As a resident of the greater Rose Park neighborhood, I support the proposed changes to the bus routes in my neighborhood, which include the new route 1, the new routing of the 205, the truncation of the 217, and the elimination of the 519 and the 520. However, I wish that the 4 and the 205 would run on 15-minute rather than 30-minute headways.

On the other hand, I am deeply disappointed that weekend TRAX headways are not planned to be returned to 20-minute headways. The 30-minute weekend headways make for long transfer times among TRAX lines.

As always, I would love to see FrontRunner operate on Sundays. But I realize that that would be big ask.

Bring back 2x! Helps make frontrunner work much better for getting to and from work.

Also when 473 is outbound (south in Am, north in PM) drivers should do best not to race through stops to sit 5 minutes at time check points, we're all trying to get on and being 3-4 min early is a killer. Makes sense when dropping off folks at the home end to go through early, but not the pick up end!

Have front runner run on Sundays. Even a limited amount of departures would make my commute from Salt Lake to Ogden so much easier. I have to plan my weekend around the Sunday, giving me less time with my family before I have to back to school at the U of U. I do not have a car, so this is the only way I can get home once a month.

Why are you proposing to discontinue route 41

I do not like the Fast bus changes and the 220 changes. The fast buses were always a quick way for people to get to jobs in downtown and at the U of U, now there is only the 220. On top of the fast buses, the 220 is reduced frequency (Used to be 15 mins before Covid-19) making it so people in Sandy/Highland drive will have a longer wait, unless planned well. I take the 220 a lot and it is very annoying missing a bus by a few minutes and then having to wait another half hour to catch it.

As for the 217, I think you should end it at the airport.

Route 209 needs to go downtown. I don't want to make travel time to downtown more than it already is.

Darn; me an my bus friends have been and are going to really miss Route 462. It seemed especially popular among Bountiful Bench people who like to do bus+bike commutes, because Route 462 goes up the steep hill to the higher elevation part of Bountiful. On a hot afternoon after work, you practically feel like you are on the verge of headstroke biking up from the lower elevation 455 or 470 bus routes on hot summer afternoons because (a) you loose your generated cooling wind since you are going slow while (b) you are working hard to slowly pedal up the hill. But when you catch the 462 that does a lot of the Bountiful uphill for you. So very, very often that bus had to let people bring their bicycles inside the bus after the bike rack was full. And, of course people without bikes who live on the Bountiful Bench also rode it. So it's sad to see the Bountiful Bench loose it's only bus route.

The proposed northbound routing through WSU on routes 455, 603, 625, 640, 645, and 650 will be confusing for passengers. The northbound buses will be traveling both directions on Edvalson, but the southbound buses will continue to only travel from east to west on Edvalson. People intending to board a southbound bus will instead board a northbound bus because north and south will be on the same side of the road.

Sunday fronrunner!

You can't cancel service on 6th Ave!!! There's a reason the avenues routes have always run on 3rd, 6th and 11th Ave! Why even run a bus on 9th Ave when route F11 runs two blocks away on 11th Ave? Running route 209 on 9th Ave instead of on 6th Ave would leave a huge gap in service between 3rd Ave and 9th Ave. The bus route on 6th Ave has far more riders than a route on 9th Ave ever will. You can't replace the two bus routes running on 6th Ave and 11th Ave with a single route running on 9th Ave which is the only reason I can imagine for moving the route from 6th Ave to 9th Ave. It just doesn't work! If you want to cancel route F11 you can probably do so without too much protest since the F11 doesn't even run into downtown anymore and few on 11th Ave ride the bus anyway. But moving the route on 6th Ave to 9th Ave isn't going to help anyone. 6th Ave is where a bus route is needed the most!

Just in case my first post didn't go anywhere, a bus route on 6th Ave is needed far more than a route on 9th Ave!

Running Trax lines only once every 30 minutes on Saturdays is nuts! Trax isn't the Fronrunner!

Many of these changes are good, however the decreased frequency of TRAX service has definitely been a burden as I currently commute to work from Salt Lake to Midvale, and I rely on the Red Line to get me there and in a timely manner

6th avenue has had a bus running on it for decades it makes no sense to change that now. No one is going to walk three blocks up a steep hill to catch the bus. This change to route 6 or 209 will push people away from public transit and back into their cars.

Are there any proposed changes to the fronrunner schedule? I see the past change, fairly cryptically listed as "decreased frequency M-F, Sat". Will that change, which has apparently already occurred, be the new norm, or will the frequency be brought back to what used to be the norm?

Reducing 17 to 60 min service has a big impact on people commuting to SLCC, Westminster College and the UofU. Ideally, this would be at least a 30min route.

I'd greatly appreciate it if you added more time during the week days and add a Saturday schedule for 806 bus.

Need time points for 5600 West and 4100 South. Inbound and outbound.

Will route 470 and 455 have the capacity as a feeder to UTA on Demand?

Where will the eventual end point for route 602 be after OGX is completed? Will it end at central campus or the new roundabout on Edvalson/Skyline? Will it be a free route (like was mentioned for OGX) at start or when OGX starts? As new digital signage for bus stops are deployed, the stops on Edvalson would be good candidates as they are commonly impacted by snow routing.

I do not remember any formal action to route 526. It is not listed on the website anymore or listed on this proposal as suspended or discontinued.

How long until north Weber county on demand service starts? What is the ridership on 612 north of Ogden-Weber Applied Technical College and will it be strained until on demand service starts?

With just 200 and 223 at North Temple station it will be crowded on the bus between North Temple station and State Street. The proposed frequency of 223 will not meet every train. Hopefully 223 will be scheduled to depart at the same transfer time as 209 does now (people do not take route 3 right now because it leaves later than 209), with some flexibility for the drivers if the train is late but not make the schedule dependent on it always being late. What is the current timeline for the Davis-SLC connector route? Provide signage at North Temple to guide people to the bus stop at the Triad Center for connecting to route 1.

I am concerned that the reduced hours on rail (esp. Frontrunner) due to COVID are going to be made permanent. Before COVID, I relied on the on the longer "rush" hours to get to work on time for my shifts. Now that the rush hours have a reduced length (i.e. I have to wait an hour for the next train after 7:15), it is more difficult for me to arrive on time with public transit. Similarly, the reduced length of rush in the evening means I have to sit around at the station for 30 min+ after the end of my workday. Please consider returning Frontrunner schedules to their pre-COVID times, especially now that more people are riding the train frequently.

Please don't route the 209 through the Avenues. For me, one of the biggest barriers to transit use is time efficiency. Bus routes often take 2x or 3x the amount of time driving does, and it is a huge barrier. The 209 is one of the few time-competitive routes in the city, specifically because it is so direct and quick down South Temple. Routing it through the Avenues is a huge detour between me and downtown/Frontrunner. Please don't route the 209 through the Avenues.

Unclear whether route 4 will continue in its present configuration--from Wasatch Blvd. P&R through U toward downtown via 400 South. Please clarify. I live near P&R and work in midtown west of 500 East on 500 South. Need least disruptive routing. Thank you.

205 coverage should not be discontinued as bus is ridiculously busy at 7:40-7:50 am between 800 S up to the Trax line at main street. Also Trax lines should not be discontinued as they arrive more reliably than bus lines.

Please, please, please don't discontinue the 3 and 6. Those are necessary for me and my friends to get to school and work and those routes work fine.

Terrible idea!. I live alone and on disability. If Route 19 and 20 are removed, I'd have to walk seven blocks from my home on Dupont Ave to "catch" Route 1, then try to connect with Route 205 and head east; my library aide job is on Foothill Ave, but none of your proposed route changes will get me there! Right now, I take three buses (Route 519 to Central, then Route 2 east several blocks, connecting to Route 4 to my Foothill Library; reverse to go home).

I'm concerned about the route change of 209.

I take this route most 90% of the time for my public transit, but especially to and from work. I've always been aware of the lack of west bound stops along south temple for this route, but now that it's not going along this street anymore, my only other option is to switch to the new 6 route. This isn't the issue, but in the area where the routes will shift, there's a good 2/3 block radius to get to a route 6 bus stop (depending on if I want to walk closer or further away from downtown). Is there no way to add a new west bound stop during this change point? This walk adds a good 7/10 minutes to the transit time, so I hope at least if no stop is added, there is a pause in route 6's transit at the South Temple/1000E/O St (WB) stop to accommodate for this along with any delays from 209.

I do not like this change. I usually take the 209 straight to work, but with the route change I now have to get off the 209 and onto another bus route which will also cost me more money. I use the prepaid card and now I'll be charged double just to get to work.

I ride the 455 daily for work. I live in North Salt Lake and work at the University of Utah. I love the service but it is starting to get busier again as we come out of the pandemic. With a decrease in the 473 times, I think it could be wise to add some additional service times for 455. Or at least keep the times more consistent between the morning and evening commutes.

I question the choice to redirect 209 to Salt Lake Central. What routes remain to connect downtown and points south with North Temple Station?

Further, I know from personal experience that 209 is used as a school bus from Millcreek, Sugar House, and points along 900 East to schools such as Judge Memorial, Bryant Middle/SLCSE, and West High School. The proposed routing would cut this off.

As a regular rider of route 209 for 5 years straight, I would have to say this routing does not seem to consider all use cases of the route. Perhaps a system similar to that which was in place before North Temple became the permanent terminus would work; where Salt Lake Central is where route 209 could end on weekends, but on weekdays North Temple is still the de facto location.

I am pretty ok with the proposed changes other than rail. Trax and Frontrunner are the backbone of a successful and well used transit system. We should be increasing these services on weekends not reducing them. We want people to use transit on weekends to reach activities and venues all along the Wasatch front. With reduced service on weekends someone living in Ogden or Provo is going to choose to drive to Salt Lake for events rather than save gas, money, and the environment by taking the trains. Weekends should have all rail running as often as possible and until at least 1am. As I said the other changes appear to be fair but the change to reduce rail on weekends is absurd.

Reducing frontrunner and UVX frequency is a horrible decision! I already have to wait almost an hour at the train station every day after work just to get on a very crowded train home. Absolutely nobody asked for this, everyone wants overall INCREASED frequency plus SUNDAY SERVICE on Frontrunner! One of the main reasons I ride UVX is because it runs so often. How do you expect to increase ridership and see positive results if you can't even provide transport when people need it?

Additionally, UTA is putting a lot of faith in the new UTA On Demand service. The app currently has less than a 2 star rating and everyone I've talked to has had major problems using it and preferred when the service operated more smoothly through the main Via app. Before having it replace almost every bus in south salt lake county, it needs to be rethought and improved drastically. For instance there is often a 30+ minute wait time for a ride, and rides are frequently "unavailable" during peak times. More drivers need to be hired. Furthermore, the On Demand customer service team, though friendly, has no idea what they're doing and calling them never resolved any problems and I end up more frustrated and confused than before. I only use the service because it's cheap, but it has failed me

on too many occasions to count.

You say you're all about what the PEOPLE want, but in my 5 years of ridership you've proven otherwise.

Having 205 not go to SL Central it bad for me. It means I no longer have a direct vroute from work to the Fronrunner. Also you cut off more frequent Frinrunner too early. Between 7 & 8 AM & 6 & 7 PM are still busy & could use another train. If you want to encourage more ridership, car chargers.

Hello,

I am not supportive of the proposed changes on Route 209 (and its merger with Route 6). These changes will cause me to buy a second car for our family and start driving to work, adding another car to downtown traffic and parking.

1) The bus route will take too long and 2) drop me off too far away from my work to make riding the bus a convenient, alternative option for me. A neighbor who I ride the bus with would also experience these challenges.

I regularly use the bus from the 900 E 100 S stops to the 100 S stop between State Street and 200 East in front of Harmons.

1) Expanding the route to service the Avenues will easily add 10-15 minutes to the bus ride, vastly reducing route 209's convenience. If the city would like a bus route in the Avenues to downtown or Sugarhouse then I would suggest the city make a new bus route to service the avenues rather than detouring the current route. Alternatively, they can create the bus route that would transfer somewhere at Route 209's existing stops at a time where there wouldn't be much wait between the two routes, like the existing Route 6.

2) The new route would eliminate the stop on 100 S between State Street and 200 E. The 100 S stop is very close to my work and the next nearest stop would add another 5-10 minutes to my walk, at which point taking this bus really wouldn't be worth it for me. Even the newly proposed Route 1 would bypass this stop. I am against the elimination of the 100 S stop downtown.

Lastly, bus 209 is already fairly full some mornings. Merging this with Route 6 would crowd the bus making detracting from its alternative of commuting downtown in my own car.

Expanded weekend rail service is my top request of UTA. While I use TRAX throughout the week for work, the reduced weekend frequency makes it hard to justify using on weekends when I'm doing most of my leisure trips. And Sunday Fronrunner service would allow me to save 1-2 hours of driving. I'd like to urge you to reconsider making the weekend rail cuts permanent.

I want to see Red Line service back to every 15 minutes on weekends.

I want to see all Trax lines operate later in the night.

Right now, I can't use Trax for airline travel because it doesn't operate late enough for late flights.

Right now, I can't use Trax for events downtown (for example, the opera) because it doesn't operate late enough to get me home afterward.

Right now, I can't use Trax to go out at night because it doesn't operate after restaurants and bars close.

I want all-day Sunday service on Fronrunner.

I want service on everything 365 days a year. It's ridiculous that there's no service on major holidays.

I'm disappointed to see the West Valley/Magna BRT (Route 35M) discontinued. The regular buses have too many stops.

I think merging lines together and extending routing to cover lost lines is a good idea, especially if it comes at the inclusion of more frequent service. But eliminating lines without any benefit to the rider is a hindrance to ridership, regardless of the monetary benefit it may have. Additionally, keeping times reduced for TRAX, especially when there is ample opportunity for additional riders due to gas prices and environmental reasons, seems short sighted. Can't exactly reasonably use the services if it takes 30 minutes of waiting to get anywhere. To me, a lot of these changes are going to lead to less riders and a continuation of the idea that transit is not time-effective or convenient for anyone.

I love the new routing of the 205!

60 minute service is unacceptable for the 17. That is a key connector between SLCC, Westminster, and University of Utah and provides those students access to Central Pointe station. It also provides great service to the 15th and 15th business district and neighborhood as well as The Fresh Market Grocery store. We should be expanding service on this route. This route should be 30 minutes and run on weekends as well as weekdays.

I would like to see route 220 and rout 72 moved to every 20 min or 15 min. I am very sad that route 320 and 307 have been discontinued.

If there's any possible way to reduce travel time on the 35 through stop consolidation or modification so it's still more like the 35M, it would help with speed along the corridor and make it more attractive again. Right now it's plagued by delays and a long travel time, leading to increasingly missed connections with TRAX and a lot of the stops don't even get used.

Air quality, economic activity, and resource utilization are improved by increasing, not decreasing, public transportation options. I do not support making reduced services permanent. Increasing the frequency of trains appears to be necessary as evidenced by the change in ridership numbers as the pandemic has waned. Our last trip on the frontrunner was very crowded, and I have needed to retreat to the single level coach to find seating due to the increasing volume of riders. I am disappointed that Frontrunner is not run on Sundays as this limits Utah county access to the SLC airport and metro rail connections. Even at reduced services this would be helpful for getting home to family after a long week of working away without the noise and smog of driving a vehicle. Regional rail access is an essential service for Utah County.

I see that many routes are discontinued and have reduced hours/times. I do not support this. I think we need to be expanding services and making this more affordable for folks. Buses coming only once every hour on these routes does not encourage the public to use this transportation. We should have consistent, reliable public transportation and need to make this a priority for our city. It will help with access, equity, and our air pollution.

Regarding route 864 -- I am an employee of Ancestry.com, which is located at 1300 W Traverse Parkway. It presently is over a mile walk to Ancestry from the nearest alternative stop after you suspended 864 service. My question is -- when are you planning on starting the On Demand service that will replace Route 864? The service is needed NOW.

Love the new 205 routing connecting Rose Park. With service to downtown and Vivint, I wish it would run later than 9pm.

We desperately need a route traveling North to South at THE AVENUES. If we need to go to 400 south, we have to ride from 6th avenue to Downtown then make a transfer or, ride form 6th avenue to the University of Utah and then transfer to route 2. Why isn't there such a route? Also, ask your drivers to smile once in a while, it costs nothing.

We should be moving towards more frequent trax and rail service on weekends, not the other way around. Frequent weekend service is needed on the Green line for it to be a reliable airport connection. Frequent weekend service is needed on the Blue line is needed to be a good ski bus connection. On a weekday you can get from airport to ski resort in less than 2 hours lining up connections, which is p damn good. That greenline/blue line connection jumps from 10 minutes to 25 minutes on the weekends and the trip gets almost a half hour longer. Fronrunner weekend demand spiked on the weekends during free fare february and more frequent service would help service that demand. Hybrid working is de-emphasizing the M-F commute, but with more flexibility there's an increased need for transit to service evening and weekends for recreation, eating, and entertainment.

I would like to see UTA bus service to the East Bench area of Spanish Fork, which is a built-up residential area that has no walkable transit options. I propose a route (either new or added to the existing 821 route) that follows 300 S/Canyon Road to 2600 E, then crosses US-6 and services the residential area near Maple Mountain High School. Thank you for considering this request.

The page states the Fronrunner will have reduced frequency weekdays & Saturdays; the train already only comes once an hour much of the day and only twice an hour when it's most "frequent." It needs to come MORE frequently, not less. And on Saturdays, the frequency is even worse, which makes planning trips difficult for people who wish to avoid cluttering the roads with more cars. Rather than reducing the frequency of the Fronrunner, it should come more frequently (including become available on Sundays) to encourage people to use it more.

I live on the Avenues. If these changes go into effect in August no matter what it costs I will have to go back to driving to work at the University of Utah.

The Avenues is a steep, hilly place to live. Walking 6 blocks up hill from South Temple after work on a hot or cold or rainy or snowy day is not acceptable. I cannot image how older people or those with mobility problems will cope.

The proposed change for Route 209 which sends into the Avenues before it reaches downtown will add considerable time as would transferring to any of the other options that run on 2nd South. The current 209 is particularly usual since it has easy access from the residential neighborhood around 4th South and the 9th East Trax station. It is the closest and ONLY direct route to downtown from that area which is particularly helpful for the elderly. Please reconsider this tour of the Avenues just so folks can get downtown!

While I'm sad to see the 6 go (I have a stop right outside my house), I am happy to see a line on South temple (the new 1 line). My biggest concern is that there is a very long gap between westbound stops (using your ruler tool, it is approximately 2,330 feet) - between O street/1000 E and J Street/700 E. That is MUCH farther than any other distance between stops (and especially so when compared with the Eastbound route, directly across the street). I would recommend adding stops between 1000 E and 700 E on the westbound route (e.g., potentially shift O street to N street, add an L street stop). I don't know the best solution, but I the distance is too far between stops along that stretch.

I'm concerned about the increased travel time on the 209 to access the core of downtown from points south. I'm not sure looping through the Avenues provided greater connectivity or increases destination access. In addition, I'm concerned about this route now connecting to the intermodal hub instead of the North Temple TRAX/FR station primarily because of lack of stops on the southside of the Gateway for the outbound/eastbound direction (between 600 West and 250 West). That's quite a distance to not have a stop in a dense, downtown context.

I am concerned about the failure to restore the 15-minute peak frequency of the 220 or making another change to ensure higher frequency of buses along 200 South. Particularly in light of the reroute of the 209 to the Avenues. The 209 collects riders from as far south as 6600 South. Those riders will have to detour all the way up to 9th Avenue before going downtown. If they could transfer at 200 South, that would be faster - but only if there is adequate frequency of routes going down that street.

One alternative could be the 220, but again, it's only on a 30-minute frequency and also detours through the U before going downtown.

When UTA and SLC announced the plans several years ago to make 200 South the special high-frequency corridor, I was very excited. It is disappointing that the changes discussed in that plan have not happened.

(I do realize y'all have to do the best you can with your funding etc.)

There is a tremendous NEED for a route along 700 East in Draper/Sandy/Midvale

Would be perfect if Route started at Kimball Lane TRAX and went north as far as Winchester, just north of the 215.

Along that suggested Route, there are many grocery stores, Schools, pharmacies, shopping centers, restaurants/fast food, apartments for seniors, low income, entertainment, as well as the Bishop's Storehouse. Along the way there are also quite a few alcohol and drug recovery places that hold meetings and counseling for those who no longer use, but can not legally drive.

Having a bus system in place on 700 East would open up a world of possibilities for the elderly, disabled who I personally know are mostly homebound and would welcome the opportunity to ride to the grocery store or pharmacy.

I have talked to kids and parents of kids who attend Hillcrest and Beehive academy, both on 700 E. who would happily take the bus to and from school, especially in inclement weather.

I personally am legally blind, and in a wheelchair. I would use the bus daily if I had the opportunity. I want to get a job at the Challenger School they are building on 700 E., but it is way too far to go in my chair on my own. A stop at 8400 S., then one in front of the school would make being employable again a real possibility.

A route along 700 E. is highly desirable by most everyone that I have spoke to that live in the area, and businesses, many where surprised there was not already an established route.

Several felt a bus line would not only increase customer traffic in their establishments, but also could help them recruit and retain employees.

A route along 700 E. would connect to several established bus routes and TRAX at Kimball Lane, making access to places more accessible to everyone.

Please consider adding a route to 700 E.

Thank you and have an awesome day!

What are the frequency changes for frontrunner from Orem to Salt Lake in August. I am new to the system.

While I do not live in Utah, my 3 siblings and uncountable cousins do, and I visit at least 3 times a year. I usually arrive via the airport on weekends and take the TRAX Green Line and the Frontrunner to get to Utah County. Using a car to do this flies in the face of Utah's air quality goals; I do it as little as possible.

The current Frontrunner schedule means I often have to wait at South Temple Station for 45 minutes to connect with the southbound Frontrunner. This is unacceptable for any city center station - especially one with no indoor waiting area. It's cold! Especially with the inversion (which is due in part to car exhaust).

The current schedule also doesn't work for flights that get in after about 10pm, because the last southbound Frontrunner leaves S Temple at 11:03pm.

I can't believe that in a state that regularly has the worst air quality in the nation, we are cutting the very services that allow the most people to replace inter-county car trips.

Weekend and off-peak service is key, because it allows people to plan on having car-free mobility options all the time - making it easier to decide not to own a car at all. In other words, if I moved into an apartment next to a rail line that only had decent service during rush hour, I would be no more likely to give up a car than if I lived where there is no transit.

Restore pre-pandemic rail service frequency. Frequency is Freedom.

I disapprove of the elimination of Bus 6, which would mean loss of service along 6th Avenue. There are a number of apartments around here, and numerous students and University employees who depend on this route to get to the U. The 17 really needs to be 30-minute service; it's really important for Westminster College.

I dislike the discontinuation of service from Avenues to south side of U campus, which the 3 presently provides. The 223 winds through upper campus and completely misses the lower campus around the Marriott Library (where I and numerous other Avenues residents work).

I take route 209 from South of Sugarhouse to downtown for work. The proposed route change into the Avenues would make me less likely to take the bus a few times per week due to the extra walk I would have to complete between 600 E and 900 E. I often complete work after 7pm and it is stressful to try to get to the bus in time and fear missing it and having to wait an extra 30 minutes. I would be more likely to continue to ride on the proposed route if the 15 minute frequency continued until 8pm.

I saw that the 205 route was reduced to 30 minutes on the weekdays during COVID. I want this bus to run every 15 minutes Monday-Friday, or at least during peak commute hours. I recently moved to the South Salt Lake area from Sugar House due to rising cost of living. (I used to live in the Avenues, then 9th and 9th prior.) I have continued to move south due to rising cost of living, and each time my access to public transit options has been reduced. I use the 205 to commute to work each day, but it takes significantly more time because the bus does not line up well with connections and I am often waiting more than 15 minutes for my connecting bus making my commute an hour. This is just not sustainable when I could drive the same distance to work in 15 minutes. Please invest in the growing South Salt Lake community and increase the frequency of this bus so citizens can continue to utilize public transportation to feasibly commute to work.

What are the time points to go east or west on the new #47 at Hunter high school?

I am a teacher working in Salt Lake District. It takes me about a gallon of gas to commute to work. With increasing gas prices, I looked into using public transportation. Unfortunately, it doesn't make any sense financially for me since using the trax would cost me \$5 a day. It would be nice to have a better incentive to use this public transportation. I can drive myself to work for the same price when gas reaches \$5 a gallon.

I would love to get into a routine of taking the trax to work, however until it makes financial sense, I will not be.

It would be nice to have a more affordable option where it would cost me more like \$2-\$3 a day to commute.

As a University of Utah hospital employee, thank you for proposing making it even harder to get to work daily. Plenty of health care providers take Route 6 every day to and from the hospital. How about cutting back the service instead of discontinuing entirely? Seems like limiting access to the most important building in Salt Lake is a boneheaded move on UTA's part.

It all looks great! Thanks!

Fronrunner should run Sundays. It'll be easier instead of having to change busses and such.

The 455 spends 5 to 10 minutes stopped at several points along the route, waiting to get back on schedule. It really could start at least 5 minutes later, maybe 10, and we could just get home or to work. It usually comes to my house early and then we sit at Lakeview for 5 minutes. SOOOO annoying.

I am a teacher for students of disabilities in Tooele. We are teaching them life skills which include independent transportation. We have been using the UTA busses F400 and F402. In Tooele there is already a limited amount of routes which restrict people with disabilities from accessing the community. Discontinuation of these two routes will GREATLY affect the independence of disabled people in Tooele.

Routes F400 and F402 help people with disabilities transport around the community. If those routes are removed, it will be hindering people with disabilities the independence to access the community.

Bus service needs to include Sundays because Trax runs on Sundays. Bus service in West Jordan should extend further west to Bacchus Highway or closer to it. There are many new apartments and condos in the area near 7800 South and Bacchus. I am hoping one day there will be bus service on 9000 South in West Jordan, west of 4800 West.

Eagle Mountain and Saratoga Springs need better service into Lehi, American Fork and the Fronrunner stations. On demand service would also be great.

Fronrunner service:

Mornings the 6:30 am train at North Temple, north bound, is no longer scheduled. (depart Provo at 5:16)

Afternoon start of half hour service at 3:30pm was deleted. This time zone was very busy with commuters and from the airport.

I work for Fronrunner, 6137.

Our whole neighborhood community is having any UTA bus service discontinued except UTA on Demand. This appears to include at least any area west of Redwood Road, and any area north of 1000 north. If increased participation is encouraged, this definitely is a discouragement for using buses from any of our neighborhoods.

I work at the U and use route 3 as part of my commute (it is the fastest way to get back to the front runner from campus as far as I know). If it is cancelled I would have to take route 2, which would make my commute longer on the way back.

Please add more times on route 806 bus.

I have never garaged a car in Salt Lake and public transit is my only source of transportation. I live at 727 e 800 s in slc since 1986 and prior to that at lived on the Aves. I am a home owner. I retired from a full time job due to health Feb. 26 2022 and took a seasonal year round job last fall at this is the place state park that started this spring. I had no knowledge, saw no notices in the bus, and there is no longer a daily newspaper in slc, A coworker told me about this, and years ago with the east central comm council I used to be on a citizens comm with uta. I will not be able to get to work and I don't know what to do. I bought a home on 7th e because it had 4 bus routes and a night route, uta took that all away from our neighborhood, have you ever stood at night on 500 e or 900 e and tried to catch a bus, its dark and dangerous, 700 e is well lit. Did anyone ask the zoo or this is the place what time their employees start, apparently not. The garden shift starts at 6am at this the place. The back up bus that is dangerous for me to walk to from guardsmen to 1900 east is also being changed, it would get to the post office on arapeen by 0530 mon through Friday. I also use 3 to get to sleep wake center. The 455 is very unpredictable and has a very odd schedule.

I don't know i am going to get to work and

I really don't know how I am going to get home. I based retiring and taking these 2 buses 3 and 223 and now I have nothing. Our costumes are heavy, we wear 1800 s style clothing. A dress a bonnet, boots, apron. To carry that all up the hill. The bus right now is at the pioneer center. You are basing your info when the parks were dealing with covid restrictions and many were not open, we are back to full operation on March 26th. I am in my 60s and thought this was going to be my dream retirement job of 4 to 7 hours a day 5 days a week. I just don't know what to do. It appears you have already made your decision.

I do not know why you ask for any feedback, when you actually don't listen to any of the feedback. This is what you do, "it looks good on paper, it will work ". In reality it actually does NOT work. I also don't know why you are making it harder and harder for the veterans go up to the V.A. hospital by cutting the major route 3, when the route 4 doesn't go straight up 400 south like it should. I also remember when you had a busy bus route 203 and you discontinued that route, and also you cut routing on the 201, I remember when it would go all the way to 12300 south. I had to stop taking the bus as much because of your bus route cuts. Again you don't want ridership to come back. You want to cut jobs. Think about how much your operators go through in a trip, you just want to make their job harder, I know a lot of them have back problems because you have cut time "for the better " which actually is for the worse since we can't make a connection. I know you will NOT take this feedback seriously

Please change the frequency of TRAX to 10 minutes and if necessary reduce the number of wagons.

Especially during the mooring commute, the trains are full (which is good!) but if I happen to just miss a train, I am not willing to wait another 15 minutes. So, I walk back home and drive.

I don't see a single route that improves frequency (or I am misunderstanding the interactive map). But, having busses go to the University of Utah and only coming every 60 minutes is ridiculous. This will result in student using their own car over transit (if they have a car) or creates an equity gap for those who can't afford a car. They should at the very least come every 30 minutes like the Ogden-UoU bus route.

You need to make sure transit (especially busses) runs by important community service locations (e.g., schools, universities, parks, hospitals, libraries, etc.) at least every 15 minutes. What's the point of offering a personal vehicle alternative if you're literally fixed to a scheduled and only have one chance an hour to make that trip? That does not align with the state's desire to reduce air quality and become overall more environmentally responsible.

I live near the corner of 200 S and 900 E in Salt Lake, so I am lucky to be very close to stops for the 2/220 and 209. I take the 2/220 to and from work on the University of Utah main campus, and all three routes for errands and recreation. I take between 2 and 5 bus trips on a typical weekday.

I very strongly oppose making the service reduction on the 220 from 30 to 15 minutes permanent. I remember that when the 220 was rerouted to 200 South, the stated goal was to have very frequent service (7-minute headways) on 200 South when combined with the 2. I would like to know why UTA is abandoning that goal so soon.

I know that the latest ridership numbers for the 220 are lower than for the current 15-minute routes -- although not by much! But both the 2 and 220 are very crowded (often standing room only) at peak periods heading to and from the university, and many of these riders are headed to and from lower campus, which is served by both routes. So I expect that returning the 220 to 15-minute service would greatly increase its ridership just because more people, myself included, would use it as an alternative to the 2. But I also believe that having very frequent, reliable service on 200 South would increase overall ridership -- I have often driven rather than waiting 15+ minutes for the next bus, and I'm sure many other people have done the same.

Perhaps UTA is concerned about low ridership on the southern part of the 220 route. But since FOUR routes serving southeastern Salt Lake County (the 307, 313, 320, and 354) are slated for permanent elimination without replacement, I think that makes it especially important to provide frequent service in the 220, since it is the closest thing to a substitute for all of these. And now that the 220 is being rerouted through the center of Sugarhouse, I imagine demand (and the need for frequent service) will increase even further. Overall, I think making this service cut on the 220 permanent would come at a far greater cost to ridership than a similar cut anywhere else in the system.

On a different note, I support the proposed change to the 209 route. I think connecting the avenues to the rest of the county's transit network with frequent service is long overdue. Personally, I would use the new 209 route several times a week for errands and recreation that I currently do by car or not at all.

Tooele is one of the most underserved communities. Each year UTA takes more services away or makes the existing services hard to use. As a growing community, we need more bus routes and various times to reduce pollution and traffic congestion. Additionally, removing the UTA services adds additional challenges to the disabled who rely on the services to get doctors, and other types of providers.

I feel that removing the routes could worsen our current traffic conditions. If anything, we need to promote more public transportation and provide more accessible transportation in our community.

Please DO NOT take away or decrease Srandbury Park/ Tooele County bus routes. We depend in these for people who commute to SLC! We need more routes, not less. Thank you.

For many people in Tooele this is their only transportation to Salt Lake City. There isn't adequate service now. Increased services not decreased are needed. Light rail would be even better!

There should be more public transportation not less. Tooele is already ignored and has little demographic finances. They struggle! More public transportation is needed... Not less

My autistic son is 24 years old. He works at A & W in Stansbury Park. His disability prevents him from ever obtaining a driver's license. We need public transportation in Tooele county! He needs a way to get to and from his work safely. Voc rehab pays for a UTA pass but what good is it if we don't have a route nearby? Please be aware of our special needs population. They need access to the community.

I am saddened to see a potential permanent reduction in weekend rail service and hope UTA can reconsider increasing frequency to pre-COVID levels again. After the success of Free Fare February and with gas prices on the rise, I see many consider using UTA more not just to commute to work, but also for leisure and errands. The TRAX train I was on earlier today - on a Saturday - was pretty crowded, and so were the stops between Central City and Ballpark. An increase in service would encourage more people to take Trax for short trips, reduce congestion, and improve air quality. Higher frequency means more riders!

I think it sucks. Us Tooele people are treated like second class citizens. We are basically the butthole of Utah. It took 40+ years to get the new highway through here you need to make the Front Runner train come here. There are a lot of people here that depend on the bus service. You don't care about the seniors or disabled people Need MORE and better service here. The problem with UTA it is a government agency and our state federal and local government sucks.

I have a University of Utah college student that is living at home using the bus as her transportation to/from school. Her brother will start school in Jan & plans to do the same thing- live at home & ride the bus. It is a deal changer having the bus to be able to pay for school with the higher cost of living & gas currently. The bus routes are still needed in Tooele county as a necessity for college students.

Removing Uta bus lines from tooele county instead in of adding becomes an equity issue and will negatively impact air pollution. My mother in law travels to Dr. Appts. Using UTA because she is unable to drive, but her specialists all practice in Salt Lake. She would have no way to get to those appts. Unless a volunteer can take her.

We absolutely need the bus routes in Tooele County. Taking it away will affect many people negatively.

Tooele county needs more bus routes not less to serve the disabled in our community. There needs to be a way for them to get around town and function. Removing bus services in our community removes their ability to get to the store, local community buildings and even school. Please reconsider pulling these routes for they will be crippling a community.

Please keep and increase our desperately needed Tooele bus service. Gas prices are sky high. Some people can't drive but still need to get to jobs. Please, we need the bus.

Thank you.

Tooele county needs UTA services, especially in a time where gasoline prices are skyrocketing and alternate transportation's are needed. Thank you for your consideration.

You can paint green lines on the street to waste money instead of getting better bus schedules and routes. Now your cutting them. We have enough accidents here in Tooele. How are people that are used to riding the bus get to and from work if that's what they depend on? We need more, not less. The emissions are bad here as it is.

Tooele needs the bus routes they not only provide away to the airport as the Lyft and Uber options are few.

It is how many of the students that attend the University of Utah are able to have affordable transportation.

With the increase of gas prices the bus system is even more important for the residents of Tooele.

Tooele needs more bus services and routes not less!! Maybe a front runner train, or even trax system from SLC to Tooele not less!! I am a wheelchair user. Who relies and uses the UTA system constantly and consistently, i would be way worse off without the UTA system, please provide more routes and a trax system out to tooele!

I think its ridiculous that you are choosing to continue to screw over Tooele County. There's barely bus service in Tooele and you want to cancel what little service we have. Instead of canceling, you should have more buses to serve more areas and more people would ride it.

as a spinal cord injury patient, I have to go to

Salt Lake City to see several dr.s in my power chair I can get on and off the buses an independently take care of my self and my business. I have no family here and no one has a vehicle that is power chair accessible. I'm being denied my right for proper care, for independence and for my peace of mind. I experience a great deal of pain daily, its very difficult to make arrangements with only one hand useful. Nevertheless, I'm capable of living alone. I take good care of myself, I'm not a burden on anyone. If the routes are removed what is the offer of alternatives for us. I expect a solution as an American citizen. Life, liberty and the pursuit of happiness. Thank you

Tooele needs more busses, not less. Stop reducing service in tooele county. The 451 was loaded on the way into Salt Lake and many people relied on that fast track bus that went straight to State street. You hurt people's commutes when you striped that and only had the 453 as an option. More service is needed, tons of people use UTA services to get from Tooele county up to the University of Utah, Temple Square or other businesses along State Street.

We are a smaller community, yet we still pay our taxes. We should get some use of the bus system. People that don't have access to cars due to poverty or lack of ability need our support too. We also want to reduce the inversion in Tooele County.

As Tooele County grows in population it is imperative that UTA keeps all options open in regards to alternative transportation. People in the different communities within Tooele county relay on UTA. To limit or strip the alternative transportation would negatively impact Tooele County and those who relay on it.

Please do not reduce the busses to and from tooele area. I know ridership has been down, but that is due to covid. Most companies are pushing people back into the office over the next couple of months. Tooele area already has a very concerning issue with commuters being able to get to and from Salt Lake due to growth and limiting the busses will only exacerbate the problem. On a personal note, my wife rode the bus to work for around 20 years pre covid. She will no longer be able to due to the changes.

Why would you cut back services when inflation is at a 40 year high. Fuel is at an all time high with no end in sight. There are many people that depend on this service and many more will be needing it with prices of everything skyrocketing. How much more can we the people take?

We need more bus routes in Tooele, not less. I would take the bus every day if you had a direct route to the University of Utah.

My daughter can ride the bus into Salt Lake but there is no weekend bus for her to get back to Salt Lake so I have to take her in on Sunday. But she does take the bus during the week.

We need the bus into Salt Lake during the weekend, more frequently and cheaper. As soon as it is more convenient, more people will ride the bus. The way it is right now, it does not work with most schedules. This would be the best way to clean up our air.

It's ridiculous that you are taking routes from Tooele. A lot of people depend on the transit system to get to work. It made it really hard for people when you took the airport route away. Please bring that back!!!!!!

You have raised our Taxes several times each saying that it's to provide better service and each time you cut services. Now your cutting again. GIVE US OUR MONEY BACK

We need more routes in Tooele county not less. I have a disabled daughter that relies on the UTA buses to get to work. Taking this away from people with disabilities hurts them so they aren't able to contribute to society. It makes them feel useless. Should they just sit home all day everyday? Please keep these routes for the most vulnerable!

Please don't cut the service in Tooele we do not have very many alternatives transportation for people. With gas price raising I would think that people would start looking at using the bus more now.

We need more bus routes not less in Tooele

I am disappointed. We need buses out here because there are many others who work in Salt Lake City who don't have a vehicle or disabled. People can't just buy a car, they need income to get one! There is also the fact that in the passed I needed the bus because my car was in the repair shop! There are bigger and better opportunities that residents of Tooele want to pursue and unfortunately the opportunities are out of town. So if the buses that come out to Tooele stop running then, a lot of residents lives will be effected. Please don't do this.

I don't like the idea that they are stopping service to tooele. The problem of people not using it is that it is not advertised much so people don't know what the

UTA does go. People do not have the knowledge in order to use it. With gas prices high

It is very important that we make people well known about the service.

1. Please bring 15 or 20 minute TRAX and S-Line frequencies on Saturdays and 20 minute frequencies on Sunday. The trains are generally pretty full on Saturday.

2. Bring back 15 minute frequencies on the 45, 47, 54, 205, and 220! If you want people to ride these buses and trains again you need to provide the service that they could rely on back before the pandemic.

3. I like that the 209 will run down 200 S to Salt Lake Central! I'm just a little worried about how much time will be added by going up the Avenues

4. I am ok with the busses 3 and 6 being cut because of the other bus routes that will replace it's service. 15 minute frequencies from route 1 and 209 will be great for the Avenues.

5. 6 minute frequency on the UVX will be awesome. Sunday service would be nice as well.

6. I don't know if much can be done on frontrunner to reduce rush hour crowding because they already run every 30 minutes and that can't be increased. Maybe more trains earlier and later.

7. Route 1 should run down 900 W all the way to 200 S.

8. No objection to the route changes in Rose Park. With the 1 running every 15 minutes and the 205 back to 15 minutes that neighborhood will have great service and coverage

9. Sunday service on the 201 would be very nice and it would be awesome if there is a way to line it up with frontrunner in Murray instead of just South Jordan. I know I would ride it almost daily if it did because otherwise it is just faster to walk.

Thank you for all that you do.

I would love it if FrontRunner and Trax were available on Sunday and more buses and UTA on Demand were available on Sunday.

It is utterly ridiculous that route 3 and 6 are going to be discontinued, these are the only routes taking passengers on their way to work, etc., from the U of U and the Avenues neighborhood to connecting routes and trax downtown. The people deciding this change are probably perched in an office and never needing or rely on public transportation and they shouldn't be allowed to make this type of changes.

What are going to be the options for riders going in the direction of downtown/central station seeking trax transfer to get to work? To go to the LDS Hospital, to go to Smith's in the Avenues store? To the Sweet Library Branch in the

Avenues? I usually board route 6, around 5:55 a.m at stop 118183 what are the options going downtown at this hour? Coming home I usually exit the bus at stop 118123, are this stop still going to be available? For route 3, is stop 118044 going downtown still going to be operational? route 3 stop 118029 in the direction of the U of U still going to be operational?

I previously worked in SLC as a medical assistant and many of our patients that had traumatic injuries rode the bus from Tooele County to SLC for their follow ups. I had to accommodate the very few bus schedules you had between SLC and Tooele County so they could make it home that night. It was so difficult to help these individuals with the few routes available and now you want to completely take away their means of transport. That is extremely disappointing.

On top of that I personally would take trax or front runner from Tooele to the U where I work, but this is not yet available to us. The parking lots in SLC are unsafe to park and leave a vehicle there overnight as well.

Traveling to tooele needs more stops. I have to walk miles to get to my destination. DO BETTER

I think it is backwards movement to provide less transit opportunities to commuter cities. In order to reduce pollution and congestion you need to get more people on board with taking the bus, which means improving the service and making it easier for people to use. This change reduces service and makes an already inconvenient Tooele transit route much less convenient. If people in Tooele have to drive to Stansbury to catch the bus, most of them won't bother, they'll just drive the extra 20 minutes into the city.

I am currently a person in long term recovery from drug and alcohol addiction. I know so many people that rely on taking the UTA bus in town in order to get to AA meetings, groups at Valley behavioral health, therapy appointments at Valley behavioral health, grocery shopping, etc. Many elderly and disabled people also rely on this service to get to appointments. PLEASE do not take the bus routes out of Tooele County. If anything we need more routes!

You have Trax and Frontrunner that both service Draper. Yet, literally no bus service to get around Draper once you get there. What's the point of a station in Draper if you cannot go anywhere once you get there?

I've been riding UTA for nearly 30 years now, and I work downtown. I've always been a big defender of UTA. But these latest changes to the 209 route just add insult to injury.

The detour into the Avenues will mean a longer ride into downtown. UTA's solution? Just stick it out or transfer. Really? That's your solution? That's the worst thing you can tell your customers, and you know it. I'm less upset that it will no longer go by my workplace. I can walk the last couple of blocks. That's fine. But having to go up into the Avenues when my destination is already so close? Please, no. I recognize that there needs to be service up there, and it may seem convenient to send the 209 up there since you already have it routed onto South Temple. But the people on the 209 route at that point just want to get downtown. That's all. (And again, don't tell them to transfer. That's pretty much always the wrong message.) It's already a long route for many of them. The proposal to make it even longer is beyond frustrating. It feels insulting.

Since you discontinued the 307, I've already had to leave my house about 20 minutes earlier than I used to in order to get downtown at the same time I did before. I had hoped that you would bring back that route eventually, but now that change will be made permanent. Don't get me wrongâ€”I'm grateful that the 209 leaves earlier than it used to, but it's already slower than the 307 used to be, and now you want my ride to take even longerâ€”either by staying on the 209 and going into the Avenues or by transferring. (And the 209 doesn't start coming every 15 minutes until well after 6:00 a.m. It would be nice if it could start that just 15 minutes earlier.)

Please just know that if this particular change goes through, at least one longtime public transit user (and advocate) will be quite dissatisfied.

I know this "public comment period" is just for show. At least, it's never seemed to make a lick of difference in the past. But I still hope that someone will listen.

I've loved using your service, and I will continue to use it. But I will be a bit less happy about it because you've chosen to make it less convenient for me. Again.

Rt 209 too much travel time and transfer options. How do I know that my feedback was received? W

Tooele needs more bus service, not less. In a time when conservation is stressed, gas prices are high, and air quality is terrible, TRZ zones are encouraged (can't really be done without the "T"), and roads are inadequate, it seems like UTA would be advertising to increase ridership - not cut services. There are groups of people in Tooele who rely on this transportation. Citing services will be detrimental.

Hello - I am a regular user of Bus 209, Trax, and Frontrunner. I ride Bus 209 to work. I also use the Trax blue line to downtown and the green line to the airport. And occasionally I'll ride Frontrunner just for fun. When my sister comes to visit from Logan, she drives her car to Ogden. She parks her car at the station, and then rides Frontrunner to SLC. She loves the relaxing ride on the train (as opposed to the stress of driving I-15!) And sometimes I'll take my grandkids on Frontrunner just for fun. I have used a pre-paid farepay card, which is very convenient for me. Recently, I was happy when I realized that, now that I'm 65, I am eligible for the senior fare. But it does not seem to me that there is a prepaid farepay card that charges the senior rate. It would be great if, in your long-term plan, you can include some type of prepaid farepay card for seniors.

I also travel by air several times a year. I love being able to park my car for multiple days and ride the green line to the airport. Currently, I park my car at the Ballpark station. It would be really nice if there were a few more multi-day lots.

Overall, I'm happy with the service UTA provides. I find your drivers and pretty much all employees I've come into contact with to be courteous, professional and very helpful. Thank you for the service.

Tooele County needs more UTA bus routes, not less. I have family and friends who don't drive. They frequently use public transportation. They already have a hard time getting around Tooele.

Public transportation also reduces air emissions. Please consider adding additional public transportation instead of removing it.

Thank you.

I am horrified that you are proposing discontinuing bus routes 519 and 520! I depend on those buses to get to work and back every day, and to do my errands! I have health problems and cannot walk long distances to get the bus. As usual, you are cutting vitally needed services to the west side, where bus service is most needed, and UTA On Demand would NOT make up for discontinuing the 519 and 520 bus routes! You are going to leave me stranded with no bus service!

I am NOT happy about the discontinuation of Route 6. I live on 1st Avenue and I don't have a car. That bus route is a LIFESAVER to get me to LDS hospital for Dr appts and to Smiths for grocery shopping. The new route you are substituting with 209 is NOT going to make up for this! Also, when I have been downtown and need to go home, Route 6 drops me right off in front of my apartment. I have a heart and lung condition and can NOT walk up hills. I rely on Route 6 A LOT!!!! PLEASE do not take it away! There are many older residents where I live who also rely on that bus route! Did you not take that into account? Not everyone has a car! Many of us rely on that route!

I take route 3 twice a day monday-friday. I would prefer that this route not be cancelled, but I can also take route 2 if cancelling route 3 is the best option.

I appreciate your services and will be happy with whatever you decide is best.

Thanks!

If route 6 is going to be discontinued, than I would recommend that the "new" route 223 have more frequency than 60 min. The reason why I often chose to take route 6 over route 3 to commute to and from the University of Utah campus from the Avenues was because route 6 had a 30 min frequency, and therefore made it much easier to incorporate transit into my daily work/school schedule. It seems there was an effort to compensate the loss of route 6 with "new" route 209 and "new" route 1 running at 15 minute frequencies, but getting to and from the University would require time-consuming and often unreliable bus to bus transfers. Honestly, seeing these new proposed frequencies and changes to routes serving the Avenues make driving my personal vehicle to and from the University more attractive and more convenient. Please increase route 223's frequency if route 6 is going to be discontinued!

I do not like the idea of getting rid of the 6 bus. My partner and I take the 6 bus from the avenues to the U of U every week and during the morning and evening commute it is always 50-90% full and many of those riders (I would estimate at least half) are also commuting between the avenues and U. We used to take the 11 but the new F11 is a bit too infrequent and wouldn't be able to support all of the normal 6 riders anyway (assuming it will still be one of the smaller flex buses). I would like to see the 6 bus retained, the F11 turned back into the more-frequent 11, or the new proposed 209 route to circle past the university then back to 9th east. Otherwise a fairly substantial number of riders will need to change to the 1 bus every morning and evening.

Wow. I've just found a way to visit my 99 year old father in a nursing home in Bountiful, by transferring directly from the 209 bus to the 470; very simple route for me. Now you're wanting to change the 209 to go to the Avenues instead of North Temple, which will make it orders of magnitude for my 71-year-old self to get out to visit my dad. Thanks for nothing. Seems that every time UTA makes a route change it screws up my ability to go where I have to go. And BTW, with the price of gasoline going up all the time, why not give the poor commuters a break and LOWER your fares for a change? Or maybe even drop fares entirely, to help with the environment? (Yeah, I know . . . it's not "politically feasible" . . . so tell our representatives to get with it!!!)

Please do not change the route 6. I go from the University to the Smith's in the avenues to shop several times per week. I'll have to walk home carrying all my heavy groceries if you make these changes. Please do not cut access between the University and my neighborhood store.

Most of you proposed changes are garbage. 209? Why does it need to go into the avenues?

What's the point of route F-11? Why don't you get rid of that?

And how come you have 4 routes ending at the Union Building? I can't get to Foothill without going up to the Union Building??? That's a major pain in the butt. In the past these routes went down 200 south and were very accessible. The solution for less crowded routes is not cutting and mixing routes and make people walk all over creation. It's using smaller more fuel efficient buses. Like the type of bus you use for route F-11.

The emergency COVID reductions of service were always meant to be temporary. Moving forward, the goal should be to restore ridership to pre-pandemic numbers. Keeping weekend TRAX and S-Line frequency at just once every half-hour, not to mention the even more abysmal Saturday frequency for FrontRunner and numerous bus lines, will only ensure that more Utahns stay in their cars all weekend, if not all week long. Why, then, are we not restoring weekend rail services to pre-pandemic frequency?

I like that routes are extending so that the avenues are better connected to other, more extended routes. What is unfortunate is that it has come at the expense of the western avenues where most of the dense housing will be. It's also where I live. I find that my neighborhood is changing. Lots of younger residents, who may be more open to ditching cars and relying on bus services if it is convenient for them. It is also an area that is always cramped for parking. Shouldn't we find ways to encourage routes where parking is more difficult? That's what motivated me to sell my car 7 years ago, but since then, the routes I came to rely on have been adjusted so they aren't as frequent.

Changes to Route 3 will likely have specific and detrimental effects on service to Veterans attempting to reach the VA by bus and train. Route 3 is currently a very busy and direct route from North Temple Station to Research Park by way of the lower University Campus and South Campus Drive, serving a high population of student commuters to the University and Veterans and disabled individuals to the VA, as well as scientists and employees to Research Park. Combining it with the longer Route 223 will likely reduce the timeliness of service, which is very important to all 3 populations attempting to access this area by means of Frontrunner into SLC. The current reduction in service to hourly buses during the pandemic is falsely suppressing the use of this route as a timely means of travel, and data gathered during this time does not reflect the popularity of the route as it currently exists. Extending the route in combination with 223 fails to reflect the actual uses of these routes as access routes to the commuter populations they serve. Longer routes routinely have less timely service; poor service often results to rider reduction as trust erodes between the riders and the services they are spending their valuable time attempting to use to avoid commuting by car. For the population of Veterans at the VA, commuting by car is likely beyond their current health capacity. Please consider these logistics before making mass route alterations, especially during a time when pandemic influenced data does not accurately reflect the usage of routes.

Please please please for the love of god make routes every 15 minutes on weekends. The 30+ minute wait on weekends really messed everything, especially considering not every route is on the same schedule on weekends. It makes my normally 40 minute travel into two plus hours because of the wait times and it is agonizing. It feels like the transit system (which is normally really great during the week in the day time) is really letting me down.

I would also LOVE if the 17 bus ran on weekends. If the 21 and 220 or 213 buses ran every 15 min on weekends. The state street buses are really great for moving north or south on weekends, but it's incredibly difficult moving East or west on weekends because of which buses run and how often they do. So I am BEGGING you to add a route or two and make all buses every 15 minutes on weekends. The people of SLC are suffering and you can make it better

I work up by Foothill Drive (Wakara Way) I was wondering if there was a could make the 4 route a more frequent route after 5:30pm? Thank you

I appreciate the chance to provide feedback on the proposed service changes for August. I commute using UTA approximately four days a week. First, I take Frontrunner all the way from Layton Station at 6:32 in the morning to North Temple Station, then I take the 3 bus to 540 Arapeen Drive in Research Park. I take the reverse trip in the afternoon, arriving back in Layton just after 3:30 pm.

I understand that the 3 will be discontinued, and replaced by the 223, if I understand correctly. I checked the maps, and as far as I can tell, the 223 will allow me to continue my commute. Is that indeed the case?

Hello, thank you for always working to update the UTA system. I see the Route 3 bus is proposed to end, I rely on that route to take me from North Temple station up to the U of U Marriott Library stop each morning to get to my college classes and back down in the afternoons. It would be extremely appreciated if that route stayed in existence.

The bus routes shouldnt be removed from tooele county. People rely on these routes to get to and from places such as school and salt lake city. Removi g bus routes will further isolate tooele and hinder persons with disabilities or low income

With increased population, Tooele needs increased UTA coverage. I know you will hear from our Special Needs 18-21 year old program. They need access to the community. I will strongly add my voice to that cause, but I am also concerned as a school administrator how this will affect the ability of many of our alternative students (home-schooled, online school, adult education, tech students) and some adult students. Thier numbers have grown since the pandemic, and they don't all have access to some of the programs offered in some of the technical and more hands-on fields of study. Please increase the coverage of UTA transportation to make it possible for everyone to have that access.

I don't think route 6 that goes through the avenues and stop at University Hospital should be discontinued. I think it will greatly affect students who study at the U and live at the avenues. Right now the bus is always quite filled in the morning when going through the avenues so I cant see why it should be discountued. F11 may work but its frequencies aren't as often as the current route 6.

How about putting a route above Harrison blvd on Fillmore ave.(again) so don't have to go 3/4 mile or so to a bus stop, this is a bunch of you give all the service to salt shit city you don't give a rats butt about Ogden Riverdale areas at all

I am a student at the U of Utah, I live on 3rd Ave, the elimination of route 3 and 6 would harm my mobility to go to university.

The proposed Route 1 is exciting! It should be a massive improvement for the city, even though I expect that the concomitant changes to 209 will make my trips to downtown slower.

The biggest disappointment here is that the 220's cuts will be made permanent. I used to ride it to go south of SLC a couple times per month pre-pandemic, but with 30 minute intervals it never seems worth it anymore. And PLEASE consider making Sunday service levels better. It's impossible to get anywhere with UTA on Sundays. Pretty much every Sunday, I have somewhere to go, and I always look at the transit schedule & have to settle for another option. Often walking several miles is more convenient than taking the bus (at least for me as someone who's relatively fit). It's a huge problem.

The emergency COVID reductions of service were always meant to be temporary. Moving forward, the goal should be to restore ridership to pre-pandemic numbers. Keeping weekend TRAX and S-Line frequency at half-hour intervals, not to mention the even more abysmal Saturday frequency for FrontRunner, will only ensure that more Utahns stay in their cars all weekend, if not all week long. Why, then, are we not restoring weekend rail services to pre-pandemic frequency?

If SLC wants to continue to grow and take care of the valley we call home, we need to EXPAND public transportation options and reduce our reliance on cars!

Would love to see Route 1 have additional bus stops on roughly 900 W and 300 N . I would also love to see Route 205 have additional bus stops along 600 N. Thank you.

I am an employee at the Division of Services for the Blind and am unhappy with the proposed changes to route 217. This will affect blind employees and consumers ability to get to and from our building to the Trax. This will limit access for many blind individuals who rely on this bus route! Please do not change!

Taking away the 217 rout would be a disservice to people with disabilities. The on demand service would not be possible for those in wheelchairs, removing the bus route for those who are blind would make it tougher for students to learn to take the bus, and connect with tracks.

Sincerely,

A Blind mom and a blind traveler

Changes to Routes in Avenues look great. Bus 1 is much improved from Bus 3 in that it runs every 15 minutes rather than once an hour weekdays and Saturday. Plus it runs on Sundays. Bus 1 and Bus F11 will provide easy access to UU Hospital. Extending Bus 223 onto 3rd Ave is a logical replacement for Bus 3. Bus 209 will provide late night service and weekend service. Thanks!

I'm okay with the changes to route 223.

Route 209.

I have been riding UTA for many years, about 16. I love your services. Thank you.

Since you're asking for comments, it already takes me approximately 40 minutes to get into work (which I feel is too long, the bus drives very slowly and often stops and pauses). I would not like to go up into the avenues adding 10 or 15 more minutes.

I used to take the 307 or the 320 and they only took about 20 minutes. That was an ideal route, only stopping at major intersections.

Making my commute longer is a step in the wrong direction. It's true I don't need to commute as often but I would prefer being able to come in with a commute of 30 minutes max.

I have coworkers that live in Provo and their commute is about the same as mine. Living close to the city, I thought it would be convenient for getting to work, etc. Yet it seems you're more interested in giving a fast commute to people who live further away. Why? I think you should be able to speed things up with less stops, etc.

Again, thank you. I really appreciate your services. I hope there is a better way than what you have proposed. But in the end I may have to try other routes like the 205 or a 45 to Trax and in. You may lose me as a 209 rider.

The best way to increase public transit ridership is with more frequent service. I deeply believe that there should be no cutbacks of service.

I love the bus, 3, placed at north temple/ 400. As it goes directly up to the university of Utah and I can take it after getting out of my high school!

Please don't discontinue route 6. This is the closest route to my apartment complex and is very convenient and reliable to travel with. The proposal of using routes 1 or 209 instead, after looking at the proposed map, is a farther walk and would be unfavorable for use in the wintertime as I would need to walk farther. The new routes would completely bypass an entire section of the neighborhood that has been regularly serviced by route 6. Also, route 6 runs right from my apartment complex towards Smith's and is a great option for grocery trips.

Route 6 has a stop next to the Smiths in the avenues. Many people use bus 6 to get to and from a store to pick up groceries. I don't see a suitable replacement for people living in the greater avenues to access the Smiths.

On route 640 heading to WSU, the route ends too early. My son is a student at Nuames High School, which is located about a half mile up the hill from where the 640 ends. Nuames purchases passes from UTA for all its students. WSU has a similar pass program for students, and I'm sure this applies to a lot of them, too. My comment is that, a lot of Nuames students use the bus to get to school. Because the bus ends at the west end of Edvalson Street, they'll have to hike uphill for several minutes to get to the Nuames campus on the way to school. It would be much better for the riders if the bus could EOL heading westbound after serving the stops on the hill. Then, instead of the hike being uphill before school starts, the walk to the bus would be downhill after school ends.

I realize that the cutout for the bus is on the south side of the street, heading east, and that there isn't one on the north side of the street, heading west. Perhaps UTA or Weber State would be willing to create a cutout for the bus. Alternately, and less expensively, there is currently a bus stop with a shelter north of the Lind Lecture Hall/new Technical Education building. There's even a crosswalk adjacent. The road is plenty wide at that point to have a bus EOL with room for other traffic to maneuver around parked buses. I think that would be a better solution for riders.

Just had a good look at the August 2022 Proposed Changes map, and I am glad to see the hopeful changes to the UTA on Demand service. I do have one question though; with the South Davis and Salt Lake City West Side maps so close to touching, would it be possible to start in one area and get dropped off in the other?

Leave The 217 alone.

The emergency COVID reductions of service were always meant to be temporary. Moving forward, the goal should be to restore ridership to pre-pandemic numbers. Keeping weekend TRAX and S-Line frequency at half-hour intervals, not to mention the even more abysmal Saturday frequency for FrontRunner, will only ensure that more Utahns stay in their cars all weekend, if not all week long. Why, then, are we not restoring weekend rail services to pre-pandemic frequency?

Route 209 (Toward SL Central) - needs more stops in the Aves. From "900E/100S" to "9th Ave/E" St there are no stops. From "9th Ave/E St" to "South Temple/400E/C St" there are no stops. If this is going to replace Route 6, there should be more stops.

Route 209 (Toward Fashion PL) - needs more stops in the Aves. From "South Temple/400E/C St" to "E St/7th Ave" there are no stops. From "9th Ave/E St" to "M St/5 Ave" there are no stops. If this is going to replace Route 6, there should be more stops.

Route 223 - should be every 30mins at least part of the day. During 6a-9am and 3p-7pm, there are students traveling, as well as, working professionals to and from the U campus and surrounding area. The bus is usually very crowded during this time period, standing room only at times.

Please do not discontinue the 6 bus. The 209 (extended) is not a valid replacement for the majority of 6 bus riders: students and employees at the University.

Tooele needs MORE buses, not less. I would use UTA to travel from Salt Lake County to Tooele if I could take a bus & stay longer than two hours before I have to catch one of the last buses back. I don't travel to Tooele on the weekends, because no busses go there on the weekends!

Are the white dots on the route the only stopping points? if they are there are stretches of route 205 and route 1 that need to have addition stops added. I do like the idea of the new route 1 covering from U of U to Redwood. I do feel disappointed that neither 205 nor 1 will go to Salt Lake Central but as long as on demand works out well I think it will be ok. I would like to see the front runner running every 30 min earlier in the afternoon again.

Route 209 - that is extra 20 - 30 minutes longer, going uphill and downhill constantly. Worse when there's snow or heavy rain. And convoluted routing.

Whoever suggested this longer route with longer time getting into downtown must be from the HELL. This meant I have to TRANSFER THREE TIMES getting to downtown to stay within my time limits.

good grief to this one! "Route 205 - REDUCED - Reduced frequency, 30 minute weekday/Saturday service, 60 minutes Sunday" This has been 30 minutes for at least a year BEFORE Covid. So nothing really changed!

We need more service, not less in North Ogden. It is hard to get anywhere for us living on 3100 or further north now that UTA has stopped service with each trip. Not only do I depend on UTA to get to and from work Mon-Fri, but anywhere I go on weekends or days off for dental and doctor appointments. It makes it extremely hard to find a time when scheduling appointments and usually involves waiting at least 20 minutes either downtown or at the ATC for the next Northbound bus. It impacts my day because I waste at least 40 minutes a day waiting on a bus and still have travel time going to and from places. Weber County paid for UTA to expand services in the area and all I see is service being cut and all the funds going to SLC and the godola/WSU downtown area - which already has multiple routes and services, while we have next to nothing in North Ogden. I buy a monthly pass and deserve better service, along with everyone north of the ATC.

I have a son that rides the bus to salt lake for work he leaves on the bus at 7:20am and has to get on several buses and trax just to get to work by 9:30am. And the last bus coming to Tooele from North Temple leaves around 6pm if he misses that bus he's either stuck in salt lake or has to find a way home. We need more times and more bus routes to the salt lake valley not less. We need to have more buses and routes that go to west valley etc not just North Temple and later times. Most businesses close at 5pm but if your getting on several buses to make it to the 451 to get to Tooele you won't make it and you'll be stuck because there are no other buses past 6pm. We need more ways to get to the salt lake valley especially with the high gas prices and the increasing population.

We could really use some East/West transit service on the weekends and holidays out around Jordan Landing in West Jordan. A lot of us work for the businesses in Jordan Landing on weekends and holidays and it has been challenging to get to work this winter. We could really use the Flex service that runs the entire length of Jordan Landing. Also, some of the new bus stops are not very accessible. I do want to say THANK YOU for Free Fare February!!!! That was AWESOME!!!

I would like to respectfully ask that you NOT discontinue the bus service (#3 and #6) to the Avenues of Salt Lake City. Among other reason, there are newly arrived Afghani refugees that have no vehicles. I have assisted them with learning the bus system, which if discontinued, will have them stranded without a way to get to school and work. I understand there are budget crunches, but we must continue to provide public transportation for our Avenues residents, even if that means operating a smaller size bus.
Please feel free to contact me with any questions or comments

Please do not change the 209 bus route. I am one of many people who need to get to work on North Temple. Thank you!

I'm very concerned that you're considering making the service reductions on TRAX permanent. 30 minute service makes it very difficult to use on weekends.

I like the new proposed 209 bus route with service to the Avenues. I like that the service will be every 30 minutes. I'd love to see it every 15 minutes at peak times in the morning and evening on weekdays.

please do not reduce services on the Avenues lines

Please do not discontinue route 6. This route services many students and employees who have to get to the University of Utah campus, University Hospital, and Huntsman Cancer Institute. I am a daily user of this route and, having seen the bus be close to full in the mornings and afternoons, am shocked to hear that there is talk of discontinuing this very needed route. If this route is discontinued, many users will move to personal transportation options, which defeats SLC's push for more usage of public transportation! Please please do not discontinue this very needed service!

I live at 966 3rd Ave and work at the Williams Building on Chipeta and Wakara. How much longer will it take me to get to work on the 223

than it used to on the 3? Your proposed schedule says the 223 will run until 9:00 PM, that's a big improvement. Do you have a schedule I

could look at. Thanks.

PLEASE do not take away the number 6 and the number 3 buses. This will paralyze the Avenues for ability to get downtown or to the University of Utah. So many students live in Avenues and rely on these buses to get to campus. So many patients take the buses to/from LDSH and U of U Hospital! This is a terrible idea!

I very much welcome the extension of route 209 up into the Avenues. We've long enjoyed good bus service to downtown and to the U, but we have lacked good service to points straight south of us. We have previously walked down to catch the 209 on South Temple. Now, to have it run straight down our street (9th Ave), feels like a gift. I expect we will be frequent riders between our neighborhood and 9th and 9th. (Not sure I'm excited about buses going by my house every 15 minutes starting at 6 AM, but we are supportive.)

I am ambivalent about the other changes affecting the Avenues. The F11 is still there, the 223 is as good as the 3, and the 1 is not that far away for getting to the U on a Sunday.

I bet you will hear a lot of negative feedback from other Avenues residents. I don't understand it. If one takes the time to review the route changes, it's clear that we have not lost anything. And in fact we gain something with the 209. Well done.

I rescind my previous comments on the changes to the Avenues bus service. I wasn't aware that the changes will still include bus service in the Avenues but also making it 7 days a week, which was problematic with the old schedule. Thank you for the time and effort that went into planning and making these changes.

The proposed route changes to the 6, in replacing with the 1, F11, or 209 leaves the vast majority of the Avenues without service, specifically to the U of U campus/hospital. This makes commuting much more difficult for both employees and students. The slogan has been "better transit ahead" for these changes, but this would make the access and transit worse overall. Either the Route 6 line should be kept the same or the alternatives changed so that there is better service to the middle parts of the Avenues and to the U of U.

Route 209 - that is EXTRA 15-25 minutes, I use 209 to get to downtown from 900 x 900. With this change, it meant for me - 2 transfers just to avoid going into the Avenues. And that require special type of bus to go from flat to hills and back down to flat. Carbon impact failure, as well.

Trax - Saturday - rotten as it is now. That is why I go on bus to and back because the wait time between transfer is ABSURD. 25-30 minutes ?!

Red Line from University to Daybreak, it requires 25-30 minutes WAIT for Green or Blue Lines just to get to go to Downtown. As it is Blue and Green inbound are about 5 minutes apart.

"INCREASED FREQUENCY & SPAN" I DO NOT UNDERSTAND THIS!

lastly, where is the link to April 2022 Change?

The proposed services restrict access to University of Utah Hospital from the Avenues. Please continue route 6 and 3 or consider extending the proposed route 223 to the University of Utah Hospital entrance. I use this (6) route daily to get back and forth to work in an effort to reduce greenhouse gas emissions and improve air quality in Salt Lake. Route 6 is consistently full during the morning and evening (7:30am and 5:30pm) with riders going back and forth to the Hospital and would likely be used more with increased frequency every 15 minutes instead of every 30 (I have coworkers who do not use the service because the bus does not come frequent enough).

Eliminating route 3 also greatly restricts access from the avenues towards the south end of University of Utah campus which is important for U students.

I don't know if I'm a big fan of your plan for Avenues buses. I live on 8th & G. I appreciate that the 209 bus will run more often than the current 6 bus. However I use the bus to go to the University of Utah. I'm often there until 9 PM when my classes get out. Under this proposal I will need to take one bus (it looks like the 1 or 2 bus lines?) and then transfer to the new 209 route. The problem is it shows that you will be running both those routes every 30 min. This means I could be waiting - for example - 25 minutes just to transfer between buses. That's pretty crazy. Because right now it takes me 7 minutes to drive from my place to campus. So with that being considered it could take me 40 minutes to get from campus to my place at 8th & G under this proposed system. 40 minutes to get from campus to the Avenues... Or I can walk 20 minutes up the hill from S. Temple, which sounds really terrible in the winter when it's dumping snow. If this proposal goes forward I will plan on getting a parking pass I guess. Please don't cut off your U of U students from the Avenues at night

I'm fine with the changes to route 47 but it still needs to run every 15 minutes. And 201 needs to run every 30 minutes all day long not just in the morning or afternoon. Need to run it at every 30 minutes between 11am and 3pm.

I like the changes made to the 209. It makes more sense to me to have buses that run north/south up and down the Avenues instead of across. It cuts down on the amount of walking up the hill you have to do to get to a stop. The new number 1 bus is also great! I always like the addition of busses that serve both the east and west side. It would cut down on my need to transfer buses which saves time and makes planning easier. For me personally the new plans work perfectly and improve my commutes.

I don't like the changes for the avenues I have to transfer to the route 1 or 2 to get up to the U... Which is fine in theory, but the fact that route 209 only runs every 30 mins, and every 60 mins at night seriously sucks.

UTA should strongly consider maintaining the previous 20 minute headways for weekend TRAX service, or even enhancing to 15 minutes. Weekend travels tend to be far less planned than midweek commuting, and so with a reduced schedule, it will make taking transit spontaneously less appealing than other modes of transportation given the potential for a 29 minute wait for a given train, as opposed to a 14 minute wait (current midweek) or 19 minute wait (previous weekend). This is also relevant for those taking TRAX to and from the airport, where uncertainty with flight schedules and baggage claim means that planning around a schedule is not reliable. I know that the possibility of a 29 minute wait to begin my trip home after returning from a flight makes riding UTA less appealing for me vs. driving and parking at the airport and/or rideshare.

When will schedules become available?

I am a rider of the 6 currently maybe once every 1-2 weeks, and will be sad to see it go. That route was very convenient for me. It looks like I will have to instead use the f11 or 223, which wouldn't be so bad but I am disappointed to see them only running once an hour or so. It's pretty hard to ride the bus when it is so sporadic since you have to plan your whole day around it. Every half hour is better and I am surprised to see the avenues- u of u connection does not get a 30 or 15min bus as my impression is there are a lot of riders.

I am excited to have more connection to with the city with the 209 especially with late service. Late service would be more useful on the weekend though

Re: route 217.

Your proposal to cut short route 217 would leave my entire neighborhood without service. I don't understand why you would do that. A lot of my neighbors depend on this route to go to school and/or work. Please don't change this route. I believe the current route and schedule works well right now.

Please don't change the 217

Avenues are now cut off from the university of Utah, unless residents walk half a mile+ to reach route 1. I think the removal of both the 3 and the 6 will inhibit the ability of students who live in the avenues, especially the upper avenues, to commute to the university.

Please keep 213 on the current route. There are more destinations along the current route that are more beneficial to me as a traveller.

The discontinuation of route 3 is terrible! To get from the Avenues to the law school/lower U of U campus will be completely ruined. The new route 223 will not get people who currently rely on route 3 where they need to go, and while route 4 does still go to that lower part of U of U campus, there is no reasonable way for those in the Avenues to get on route 4. Also, route 6 should not be discontinued because it is great as is to get people to the University Hospital/health sciences part of campus.

I take the 6 bus (sometimes the F11) from my house in the Avenues to work at the University of Utah hospital, like many University staff, students, faculty, and medical professionals who live in this area. Now that COVID numbers are decreasing, the amount of people on the bus has increased dramatically. I'm concerned that I will no longer be able to take the bus to work if/when the 6 is discontinued because the one small F11 bus an hour is likely to be full. Please consider using a larger bus for the F11 route and/or offering it more often. Thank you for providing such great transit options to the community; I really appreciate being able to use public transit so much. And thank you for this opportunity to provide feedback.

With the discontinuation of the 6 and 3 lines, the only direct bus service to the U campus will be via the F11 or the new 223. Both of these lines will run very infrequently, about every 60 minutes. An alternative will be a connection between the 209 and 1. How do you expect students, faculty and staff at the U who rely on public transportations to get to campus in a timely manner in the mornings and afternoons to do it by getting rid of those two lines? Please consider keeping a line through the Avenues that services campus and runs frequently in the morning and late afternoon. Otherwise more people will be forced to drive and pay to park on campus or crowd the lower Avenues and Federal Heights for free street parking. Thank you.

I regularly take the 6 and the F11. The 6 passes through the middle of the Avenues and I think it would be a mistake to discontinue it. I am also concerned that if the 6 is eliminated, then the F11 will become overcrowded, particularly if it remains a small bus on which seatbelts are required.

I love the fact that for Utah county the UVX will be increasing its frequency and the 862 will be increasing its span. Increasing frequency on the 862 would also be nice.

There are lots of cool places to work in pleasant Grove but because I live by the front runner my commute would be shorter working in draper or Lehi. Pleasant Grove does have too much sprawl but if there was a way to connect to those businesses faster that would be great!

Please increase the 205 service back to every 15 minutes!!!!

Frontrunner services on SUNDAYS!! Pleeeeeeease!

I ride routes 209, 3, & 6, regularly (5 times a week) and I live at 3rd Ave and K street. I know that the busses in the Aves aren't the most highly utilized, but for those who do use them, we rely on them.

Regarding the 209 changes: These could be useful but there are no actual stops planned in the Aves. Current bus routes stop every quarter mile through the Aves and the 209 changes, which are being promoted as a replacement for Routes 3 & 6, are being planned to have 2 stops in the actual neighborhood, by the Hospital. No stops at the Smiths, and if I want to catch this bus, I can expect to walk a quarter mile out of the Aves to 9th east and 100 S. It will enter the Aves at L street and South Temple, Travel 3 2/3 miles through the Aves, have only two stops in the Aves at the hospital and exit the Aves at E St. and South Temple.. As a regular rider of the 6, I very rarely see people board or exit the bus by the hospital at 5:30-5:45pm at the hospital. What is needed are stops in the avenues so the actual residents of the Aves can patronize the Bus.

209 Solutions: At every stop sign that the route crosses in the Aves, there should be a Stop incorporated, unless the Bus is making a left turn at the intersection.. The Bus has to stop at the stop sign anyway, so if someone is there, the Bus should be able to take on or drop off a passenger with little disruption to traffic or run time.

The better solution is to keep the #3 active with all current stops. M-F at 30 minute intervals between 6 am and 7 pm.

I recommend extending the 30 minute frequency of FrontRunner outside of peak commute times. Ridership has increased post-COVID and may increase further due to inflation/higher gas prices. I understand there may be reduced train capacity (removing the Comet cars) in the future. Even adding one additional train before and after the morning and evening commute times would reduce crowding and provide more flexibility for riders.

One of the proposed changes for August 2022 is to make the temporary reduction in weekend rail service permanent. I urge you to reconsider this proposed change and increase the frequency of Trax and Frontrunner on the weekends.

I live near the Ballpark Trax Station and one of the main appeals of the location was access to Trax. During the height of the COVID-19 pandemic, I greatly reduced my use of public transit. With vaccines widely available and case counts low, I have started using transit more regularly. Earlier today (Saturday), I took the Trax downtown to run some errands and ended up waiting 25 minutes for the return train. Admittedly, my timing was unlucky and I could have planned my trip a bit more carefully. But having to carefully plan out a quick grocery run on a route serviced by two Trax lines (Green and Blue) would be a barrier to choosing transit over driving for many people.

With covid restrictions being lifted, I'm excited to use transit for commuting, errands, and leisure and hope that you will consider making it easier for me and others by increasing weekend Trax frequency.

I am not in favor of permanent reduced services on the weekends for the trax lines. Also, it's so poorly coordinated that there's a 30 minute wait courthouse on the weekend between red and green. When can you have red straight from the U to airport?

Hi, please keep route 6 running on 1st Ave. It's the only way to get to Smith's from my apt. Thanks

I must say that I am stunned and incredibly disappointed that you are discontinuing lines 3 and 6. I know I don't have the same big picture that UTA has but I ride lines 3 & 6 from the Avenues both east and west on a regular basis (up to the University of Utah and both Trax stations and numerous places in between). The number 6 is almost always packed in the morning hours up to the University and quite full at other times of the day. The same is true for the 3 line however it is certainly less useful because it only runs hourly. I think you are making a huge mistake in discontinuing these lines. I have reviewed the substitutes and I must say the substitute lines are poor at best! If you insist on making these changes you must give greater consideration to the frequency of Line 3 because it will not be able to carry the demand that will be placed thereon. Moreover, UTA transportation is essential to air quality on the Wasatch front. This is a big step in the wrong direction toward improved air quality. Please rethink this! I would welcome a call from someone in operations. Thank you.

Our family members are big fans/users of UTA and appreciate the work you do. One of the reasons we moved to the Avenues four years ago was because of good public transit, namely routes 3, 6, and 11. Since 2018, however, UTA has gradually diminished routes and options, especially for getting to North Temple station and the U. Every year the feasible options decrease for Avenues residents, and the wait times and transfers increase. The latest changes continue to gut the Avenues of viable options to make public transit a reliable method for daily living. UTA's changes are repelling ridership and encouraging people to drive their own cars, having the opposite effect of what public transit in an up-and-coming major city should be aiming for. Please reconsider these recent changes. Restore an effective route 6, and make it easy to get to North Temple station. UTA should be enhancing and adding options in the city and surrounding neighborhoods, not taking away.

Dropping the Number 6 route would be a big mistake.

Do you know how many University of Utah students ride the bus from the Avenues to campus?

A couple of weeks ago my partner and I took the Number 6 bus from our home in the Avenues to a medical appointment at the University Hospital. The bus was standing-room only, packed with U. of U. students and other people headed to campus or the Medical Center.

I know that University students pay for bus passes as part of their student fees, and that many students who live in the middle and upper Avenues depend on the Number 6 bus to give them a direct link to campus, especially after regular service on the Number 11 route was eliminated. I also understand that the University tries to discourage people from driving private vehicles to campus.

As I understand it, if you go ahead with your plans there will be no direct link from the middle and upper Avenues (above 3rd Avenue) to campus, University Hospital, Primary Children's, Huntsman, Moran, etc.

I have been a regular rider on UTA buses for many years and appreciate the service they offer. However, I think twice about using the bus if it means having to transfer from one route to another, which may involve a wait of up to 30 minutes. Have you calculated how many Avenues residents will revert to driving to their cars rather than going through the time-consuming aggravation of transferring from the proposed extended 209 route to another route on South Temple or 200 South?

Please reconsider this idea. Getting rid of the Number 6 route would be a big mistake

This is a comment on August Change Day 2022. Today is March 28. The deadline for comments is supposed to be April 1. However, when I tried to submit a comment using the appropriate form, I got a message saying "This topic is no longer available." Huh? What gives?

Please reservice the Pleasant View Frontrunner Station. I regularly ride the frontrunner into SL County and live within 2 miles of the Pleasant View Station. What can be done to accelerate reservicing this station?

As a student staying near South Temple and traveling to University of Utah everyday, I request you to not stop the bus route 6 as it is the most convenient way to go to university and avenues. I am talking on behalf of both the students and faculty who stay in and around bus 6 route. Hope you would consider this request.

I would like to see TRAX frequency on Saturdays increased back to 20 or even 15 minute, rather than the frequency cut being made permanent. Using TRAX on weekends is honestly kind of a pain, especially if I have to make a transfer. I think the rail backbone, of all things, deserves consistently good frequency.

If the changes are going to be for the next 5 years, the service will not be appropriate for the growth of the city and the adjacent cities. We need more public transportation in Sandy, Cottonwood Heights, and South Jordan, as well as Millcreek. South Jordan is growing exponentially and there is just not enough transportation.

Route 209: This route serves a purpose of providing access for residents in its neighborhoods to access downtown. Because there are already bus routes that access downtown from the Avenues, this route will be disadvantaged to ask riders to transfer if they would like to access downtown from the residential areas of 900 E, additionally without service directly through downtown this route will lose much of its usefulness.

Routes 213 and 220: The current 213 route has remained a beneficial tool for residents in the lower neighborhoods near 1100 East. This route to the University of Utah is essential for students, as well as employees of the university. By moving the 213 up the hill to 1300 E, it decreases accessibility and makes riders less likely to use the bus to get to and from work or school at the University of Utah. The proposed change with the 213 and 220 does not provide increased accessibility for riders and causes a barrier for those who rely on public transportation to get to the University of Utah.

Route 17: The proposed change to permanently reduce the frequency of route 17 to every hour makes the route virtually unusable for riders and this change during COVID has challenged those who rely on the route for work and school to find alternative methods of transportation.

Route F453: Please DO NOT discontinue the Lake Point bus stop; ie. Saddleback loop Route 209: Since weekend service on Trax is going to be reduced, PLEASE extend weekend NIGHT TIME service on Route 209 to DOWNTOWN! End service shortly after 10 pm. This will make it possible for night time service to the AMTRAK station @ Central Station, where their trains run daily from Chicago to the Bay Area, but do not arrive in SLC until after 10 pm. THANKS!

Please reconsider the discontinuation of the fast bus routes to the University of Utah! For the last two years, our only options to use public transportation have been very limited and require the use of a car to get to either a park-and-ride or a TRAX station, essentially defeating the purpose of taking public transportation at all. If I have to drive 15 minutes to get to a station, I might as well just drive the rest of the way to work.

While many of us do have some options to work remotely, they are not uniformly implemented across the University; most of us do have to come to campus during the workweek at some point.

Moreover, many ARUP and Research Park employees used that service and do not have the option to work from home. They have no public transportation options, unless they wish to drive to a stop, take an hour getting to campus on TRAX or the 220 and then wait 10 minutes for a shuttle from the stadium lot -- that will put their total commute at about 90 minutes.

This is a very poor idea, especially as COVID accommodations have been eased and people are required to be onsite much more frequently. Why is the University of Utah paying so much money for UTA passes that still require large portions of the community to have access to a car?

By reducing service in Tooele county, you are limiting my ability to take classes while living in the county. The benefit of a fixed bus service is a predictable and reliable system with a set time frame. With the change to an "on demand" service, there is no guarantee that I will be able to make it to my classes since I can be picked up anywhere from 10-30 minutes after I place my request. I've been finding myself using UTA less and less as services and reliability have been reduced since 2019. While the data supports your decision (because of dwindling ridership), I wager that the changes you have been making to Tooele County's routes have been causing the lowered ridership.

When using public transit I want to have a reliable and easy experience. These changes do the opposite of my goal. UTA's changes are leading me to distrust public transit and encouraging me to find employment out of the state where public transit is a reliable option for commuting.

The 217 is useful because it goes through residential areas. Replacing it with something that only goes down Redwood Road is completely pointless. I know you have to frame change as better, but this is not.

I take the 217 bus early every morning. It gets kids going to West High, immigrant workers without licenses, and daily commuters like me who prefer not to use a car when I don't have to. People like me will be okay, but the kids and immigrants will have to walk several more blocks in the dark and alone to get to the new stops, or try to find a more expensive alternative they may not have available to them. I hate the proposed changes.

Please do not move any route 205 bus stops along 500 East between 900 and 1300 South, especially on the eastern side of the road where there is only one stop along the entire length of Liberty Park.

Expanded Sunday service, including buses and fronrunner

I have a physical disability that requires the use of a motorized wheelchair that lives in the southeast section of Sandy. Before the Pandemic it was serviced with a flex route bus. Now it is not. The only alternative is the UTA on Demand Service which a lot of times doesn't have any accessible vehicles available when I need to go somewhere. I would like it if UTA could consider restoring the Flex Route Bus to the area again.

I am very firmly against the elimination of Route 6. Everyone that uses Route 6 to commute between the avenues and the U will now need to transfer from Route 209 to Route 1 on South Temple to get to and from campus. Will these transfers be timed, or will people need to wait up to 15 minutes for a Route 1 bus to pick them up? I understand that transfers are sometimes a way of life when riding the bus, but the Avenues are a popular neighborhood for folks that work and attend classes at the U, so it seems ridiculous to remove a direct route between these two locations.

Additionally, the busses that I take into the U in the morning (between 8am and 9am) typically have 2-3 dozen passengers during the school year, and if the new Route 1 collects more than a dozen or so people on its way east to that transfer point, or if the Route 209 has more morning riders than Route 6 current does, there will be times where the 1 fills up, and folks will need to wait for the next bus. That idea seems absurd to me. Even if that proposed scenario only rarely happens, I'm almost certain there will be many people that opt to start driving to campus if they can just to avoid the possibility of being caught waiting. The last thing the city/environment needs is more cars on the road. Yes, the 1 is proposed to come every 15 minutes, but many folks that work at the hospital or have class can't afford to wait an extra 15 minutes for another bus. The need to transfer and potentially wait for busses will also negatively impact individuals with physical disabilities or other health-related issues.

I appreciate the intent of expanding access to the U, but I believe elimination of Route 6 will negatively impact the commuting and travel ability of Avenues residents.

The changes proposed to discontinue route 6 greatly impair my work commute. I take the 6 to the University Hospital from the lower western Avenues almost everyday, even on weekends. The proposed changes would force me to take the F11 or the new 1 bus. Both options would require me to walk an unreasonable distance in good weather and would make my commute impossible during bad weather (snow, ice, torrential rain). I am an abled bodied individual and these changes would negatively impact my daily life, I can only image the harm this would cause to our disabled and elderly commuters. I have always loved that public transit in Salt Lake City was so accessible and convenient and discontinuing the 6 bus service would make public transit inaccessible and a burden to me and many others.

I would love to see the 45 go back to 15 minute service. Thanks for all you do!!

The change of route 3 to 223 seems fine. I hope that the 223 bus will run more often and at later hours than the 3 bus did. The other change that would be really nice to see is adding a bus stop at 400 West and N. Temple on the westbound route. It's easier and much faster to get off here to get to the Trax station than going around to the FrontRunner station.

Same goes for the new 1 route.

I don't think route 6 should be discontinued as it is used by faculty, staff, and students to get to the university, as well as patients to get to the hospital and clinics. There is no direct route now for many people and they will have to change buses, which is extremely inconvenient to do twice as a day as part of a commute or for a patient trying to make an appointment.

I would definitely appreciate the proposed UVX increase! Six minute headways would be delightful. I'm also very appreciative of the permanent increase in coverage for the 862, as that's the bus I use from my apartment to get groceries, reach UVU for class, and more. I would like more FrontRunner coverage, but that's not as necessary to me.

I, and many others, just want better wifi on the frontrunner please.

Rides should be made more frequent and UTA services should be open 7 days a week

I would like to see a more regular UTA service on the weekends, as I and many others still have to work on the weekends and could benefit from the usual service for weekdays. I also would like to see a train route built along the belt route instead of the freeway expansion currently in construction. More lanes on the free way will not improve congestion zones, as ramps will always cause congestion as long as they are as short as they are. A new train route would connect the city, create more community, and break the east versus west hierarchy. It would also make our city more in line with many major US cities where there are trains.

I like Route 1 existing. I think that will be good.

I do have a concern for deciding to leave reduced rail service on Saturdays. Especially if I have somewhere I need to be, like a concert on Saturday, especially if I have to transfer, using the TRAX with reduced frequency is not something I appreciate. I already feel kind of restricted when the frequency is only every 30 minutes on a Saturday anyway. In fact, I would highly appreciate if TRAX also ran very early in the morning on the Blue Line to take eastbound Amtrak riders home. Amtrak arrives at 3:30am in Salt Lake City eastbound, and I'm sure many don't want to have to just wait for a while to get home.

FrontRunner also needs INCREASED service on weekdays. More hours where it comes twice an hour. If I-15 congestion is a problem, we need to increase FrontRunner's frequency to combat the problem. I know that might mean building more double tracking, but it's worth it.

I support increasing the 821's frequency to every 30 minutes--I have a friend that lives near the 821. In fact, I think it might be nice if Springville got more coverage.

I like the changes to route 209. When I go downtown from my stop in the 9th and 9th neighborhood, I usually transfer and catch the 2 or 220 to get downtown. Is it possible to communicate this information to other riders that might not be as knowledgeable in the bus routes? Also, I really like that the 220 will now partly run down 900 East. I imagine that there will be many buses now running on 900 East. I support the idea of adding a bus priority lane on 900 East, or closing off 900 East to cars and having it only serve buses, bikes, and other alternative modes of transportation.

This is a step in the wrong direction in helping provide adequate bus service to that Avenues. I ride the #6 to the U campus every days

. The buses are full. What a disservice to so many in this area. I'm extremely disappointed in UTA. As a senior citizen in this area, I rely on bus service. You have removed our option. And the #3, which will have a new number?? That will only run every hour. Ridiculous.

I really do not understand how 30 minute - 60 minute frequencies will make things better. I depend on public transit. Sometimes even waiting a few minutes in the cold makes a really big difference. We want our city to depend less on cars, not more! Please do not reduce frequency of service.

Please keep route 6 as it is. Lots of people who work at the university hospital and hunnysman cancer institute take this route. I am a handicapped and I used to take the bus from 2nd Ave until you moved it to 1st Ave which was harder for me but reasonable to arrive my work at the university hospital. Lots of students and employees take this bus so please keep it. Thanks

It's a bad idea to take away fixed route service in Rose Park north of 10th North. People are not going to want to get an app and hail a via van to go 1 Mile or less. They should keep the 217 going North on Redwood. Stopping the 453 in Stansbury is a bad idea as well with getting rid of the flex routes in Tooele.

Rt 6 & 209 - The passengers who currently ride rt 6 in The Avenues go to the U. They are not transferring to rt 209. If you want to reroute the east leg to serve Rose Park, which is proposed for Rt 1, that could work. Leave rt 209 as it is.

Rt 54 - the route is busy and 15-minute service should be brought back (even before Free Fare February).

Rt 205 and 217 - either extend the proposed rt 205 across Redwood Rd to cover Starcrest Dr or have rt 217 cover it. If you have rt 205 cover that area, rt 217 can serve Power Station.

Rt 217 - this route needs to continue to the current EOL at 1300 N & Redwood Rd (either through Starcrest Dr or Power Station as mentioned above). This route serves a lot of passengers along the loop. Also, it gives drivers a bathroom at 7-11.

UTA on Demand should supplement fixed route service, not replace it.

I am always surprised that service to the east bench just gets worse over time. I live 3 miles from campus but there is no bus route that can take me without having more walking over time as routes change. When complaining about living in a transit desert in the past, UTA employees have told me that if we rode more we would get better service. However, it is also true that if there was better service we would ride more. 1300 s would provide a good connection to many residents who want to be close to the lower or upper campus of the U, but UTA has never provided such a service to test it out. The alternative is for everyone to walk the hills down to Foothill, which not everyone will do. Now the 4 service does not even stop at the stadium and puts people out south of campus along 1300 e. Why make this even more difficult? Years ago there was a bus that stopped at Wasatch and 1300 S and this was the best service ever, but this was discontinued.

Rose Park has long blocks running north and south which is what we would need to walk to get to Route 1. Do you anticipate people using On Demand to get to route 1? I know someone (on the autism spectrum) near 600 N /1200 W who works downtown at City Creek Mall. From what I see you expect him to walk to 10th N to catch the #1. He doesn't do well with transfers. He has tried ON Demand but didn't get it to work. He said they wouldn't accept his payment.

I taught my kids how to use UTA, its a good life skill. I see the bus stop to go into town will be at 1000 N. @1027 W. Have you tried to cross 1000 N there, its a joke. It usually takes 3-5 minutes due to traffic. How do you expect high schoolers to cross this street to catch the bus during rush hour? I have literally taken the 519 just to cross that street. No kidding.. I ride an e- bike to work from RP to lower Aves. 1000n is the hardest street to cross in my entire commute.

It seems that many of these changes are based on the last two years of ridership. I don't think it's fair to use the ridership numbers during a pandemic. I know my family stopped taking public transit during the pandemic, that's why I bought an e-bike.

I have looked for better instructions s on how to use On Demand but no luck. Questions like how much time do you need to allow to get it? Yes I have the app. Is it a set route or do you get dropped off at your desired destination? Now with the mask mandate ending how safe is it to ride On Demand? Can the windows open?

I have looked at all the changes and what I see is that you are expecting Rose Park 519/520 riders to make many transfers and walk more just to get downtown. Just because we live on the Westside doesn't mean we do all our errands here. We don't have any stores like Trader Joe's or Whole Foods on the west side. Our closest big stores are Smiths Marketplace on 400S@ 500E, Target 1100 S, Walmart 1 300 S and Costco 1800 S. For us to go to any grocery store in the neighborhood we would have to get ON Demand. Not all elderly people know how to use technology. I see an older man take the bus to Smiths on 1200 W. I have never seen him use a cell phone. How do they call for On Demand to get home when at a store, no one has pay phones anymore?!

One of the reasons we moved into this house is because its on a bus route. I don't have a drivers license. My children grew up riding the bus. From time to time. They have taught peers how to use UTA when they had car problems. When they travel they can use the city's transit system. The children of today will not get the same experience.. Sad,

Since so many routes are being cut or rerouted are you cutting the price as well? I stopped taking kids on the bus because its so expensive. To take my kids and a friend downtown would be \$20 round trip. When Uber came about it cost the same amount or even less at times, You would get more families if children were cheaper than adult fares. Every other city I have gone to children are cheaper.

Have any of you taken the bus? Trax?

I think there needs to be more police/fare inspectors popping on and off Trax checking fares. I have seen so many people get on without paying. I love Fare Pay. I try to be by a emergency call button when I ride at night.

I understand UTA has been hit by short staffing like so many other businesses. I am not sold on the new changes yet so I will stick with my bike for now.

PLEASE do not discontinue route 6. I am a handicap and it will extremely hard for me to go to my work at the university hospital if this change happens to route 6. Me and my colleagues use it everyday to and from the university hospital. Thanks

I am mostly blind and cannot drive, so I use the #6 or #3 and #520 or #519 bus every day to commute to and from work. I need those bus' to remain on the same schedule. Please do not get rid of these bus'. Please increase the frequency of the routes between 6am-9am and 2pm-5pm. Thank you for your help. I appreciate and rely on you all at UTA.

If rout 3 is "disappearing" and being replaced by route 223 extension and 209? We need a viable route to University of Utah/ Research park from North Temple through the avenues especially in early am. Will 223 be taking place of route 3 time schedules? Currently 223 is only every hour...any way of increasing frequency?

Comments from Email

I live near 6th Avenue and take the #6 bus to work.

After the middle of August I would have to walk 6 blocks down to South Temple to catch a bus to the University and then back up 6 blocks after work, even on a winter or rainy day rather than catch the #6?

So basically no bus service to the University from the Avenues except from South Temple.

More people will drive.

It is utterly ridiculous that route 3 and 6 are going to be discontinued, these are the only routes taking passengers on their way to work, etc., from the U of U and the Avenues neighborhood to connecting routes and trax downtown. The people deciding this change are probably perched in an office and never needing or rely on public transportation and they shouldn't be allowed to make this type of changes.

I just wanted to comment on the August changes proposed for the number 3 bus from north temple Station to this is the place and hope that something can be done to preserve this route even if it is only on a reduced basis.. (maybe cut out middle of the day runs?) I have been so happy to have this option to get to work at "This is the place heritage park" with those who work at the Hogle zoo and where I work as well.
Thanks for letting me comment.

Hello,

If students get on route 3 along 3rd Ave. how are they supposed to get to the stops along University st., i.e., President's Circle (two stops), the Stadium and the Library stop? And further, how are vets supposed to get to the VA now? Zoo and This is the Place workers?

Thank you.

PLEASE do not discontinue route 6. I am a handicap and it will be extremely hard for me to go to my work at the university hospital if this change happens to route 6. Me and my colleagues use it everyday to and from the university hospital. Thanks

I consider myself to be up on UTA, mass transit and the system but the public outreach is significantly lacking. Although UTA has considered expanding north south routes to the Avenues, with almost a half block transfer to the 2 bus downtown or back, and Avenues knows about it and has discussed it, I didn't think the other community councils in SLC and other areas knew about it.

The frustrating transfer to get downtown discourages ridership even more with this change. This requires a lot of walking since even TRAX doesn't transfer easily to State St.

205 shouldn't reduce frequency.

And map of changes should be available online as a pdf with logging on!!!

Very disappointed.

Dear UTA Hearing Officer/Planners,

I'm certain you had very good intentions when designing the proposed August 2022 bus changes. However, as a loyal rider who depends on the bus virtually EVERY DAY for my livelihood, I'm writing to let you know the proposed discontinuation/replacement to the SLC Avenues routes (particularly #6) is ill-advised and unacceptable.

Therefore, INSTEAD of discontinuing #6, PLEASE consider some less drastic, more realistic and acceptable options:

- 1) EXTEND #6. Keep it's regular route (as it is now) from the UofU to 6th Avenue (past Smith's and other important venues) to the LDS Hospital and downtown to at least 200 South and 300 West (by the Gateway, Vivent, Trax, etc.) and then north to cover the Rose Park Area that the proposed #1 would cover. ~ Thus no need for a new route nor an extension to # 209 because it would just stay on South Temple as it does now which covers what the #1 would do.
- 2) ALIGN #6. Keep it on M Street in both directions instead of using M&N – or M&L (for the needless #209 extension). This would improve connection to the already existing 209 route and by aligning the connection times it would allow riders easier access to sugarhouse and other points along 900 East as I believe was the intention of extending the 209 (but unnecessary). Improved alignment with other services such as the Trax/bus connections at the UofU, etc. would also be welcomed by riders.
- 3) IMPROVE #6. Provide later evening service. If riders can be sure to catch a bus after the basketball game, theater show, concert, etc. they will opt to take the bus rather than fight/pay for parking! And ridership will improve!!

The reasons #6 should remain in place – with the potential improvements suggested above – is because the supposed “replacement” routing is not sufficiently comparable service to the current #6 and thus would NOT provide better service as I believe is (should be) your intent. Here's some reasons why...

The changes would mean that regular riders on the #6 from the Avenues to the UofU Hospital would need to do one of the following:

- Take F11 from the 6th Ave Smith's (or walk up the steep hill to catch it on 11th Ave) to go up to the UofU hospital. This would overcrowd the smaller F11 busses – which require seatbelts so standing would not be an option.
- Walk to/from to 3rd Ave to take #223 to/from the UofU (but not to the Hospital entrance) – OR – walk to/from South Temple to take #1 to the UofU Hospital entrance. This would be VERY difficult for people who live above ~5th Ave to have to walk to/from 3rd Ave or South Temple on the very STEEP HILLS – especially older folks or those with disabilities.
- They could possibly also take the #209 (but no on 6th Ave) to 3rd Ave or South Temple in order to transfer busses, but this would undoubtedly turn what is now a ~15 minute direct commute into more like 30-60 minute commute (each way) depending connection times – not to mention a huge hassle and uncertainty of transferring in inclement weather, etc.

Additionally, the changes would make it much more difficult to get to/from many venues such as the following:

- Smith's ~ waiting for and boarding the bus with grocery bags would be difficult on the E street side (on a steep hill)
- Getting to popular venues downtown such as the City Creek Mall, Eccles Theater, Gateway Mall, Vivent Arena, UTA Hub, etc. ~ What would be a ~10 minute direct ride would require a transfer or a lot more walking (with full shopping bags, Dressed up w/high heels, etc.) and a great deal of time/hassle if the changes are made.

For these reasons (and many more) discontinuing the #6 route would be detrimental to the long-time (~25 years) and loyal riders like me who HAVE TO ride the bus. Avenues residents like myself have chosen to live there largely

because of the convenient UTA service to downtown and the UofU Campus, particularly the UofU hospital. I do not have the means to move to another location with better service (if there is any!) especially if there is such uncertainty that bus routes could drastically change/disappear at any time. WELL ESTABLISHED legacy routes like those in the Avenues should have some immunity from devastating changes such as those proposed for August 2022.

PLEASE SAVE ROUTE #6!!!

Thank you for your Consideration,

After reviewing the replacement of the 6 with the 1 and/or 209 it will take a transfer or a walk of more than 6 blocks up and down steep hills to reach the University and University Hospital from the western Avenues using the new Route 1. The Route 1 is duplicating the Route 2 and removing service from the Avenues.

This is a disappointment.

The F11 is useless with only once an hour service.

Dear Planning,

Overall I like the changes for the August. There are just a couple things that need to be improved.

Why is the extension of the 209 on 9th Ave . That is just two blocks from the F11 on 11th Ave. Leave it on 6th Ave where the route 6 is now. That is half way between the 223 on 3rd Ave and the F11 on 11th Ave. I drive the route 6 now. A lot of my passengers are not happy with this change. Here is what it should do. Continue West on 6th Ave to C Street, turn right and go up the hill to 9th Ave, right again, and west on E Street to South Temple.

The other thing I don't like is cutting out the north end of the 217 . I drove the 217 the last two changes. That is not just a turn around. I picked up and dropped of passengers every trip on this piece of the route. Also, The State offices are going to be closed to the early morning and evening drivers. What are we supposed to do about rest room facilities. The only change that we should make to the 217 is to eliminate the loop around the State Dept of Health, since we will have two other routes covering that loop. Also those two routes, I believe they are the new route 1 and the extension of the 223, I can't check right now. They seem to have taken then maps down from the web site. Anyway These two routes should do the loop around by the State Dept of Health and EOL on Redwood Road and North Temple by the KFC and not go to 400 South. Passengers who want to go South on Redwood Road can walk across North Temple and catch the 217 there just as easily as they can at 400 South.

Comments from Customer Service

I have been trying all week to submit a comment about the August Change Day, but your website keeps rejecting it, even though the deadline for comments has not passed. Please pass this along to the appropriate person. Thank you.

Dropping the Number 6 route would be a big mistake

Do you know how many University of Utah students ride the bus from the Avenues to campus?

A couple of weeks ago my partner and I took the Number 6 bus from our home in the Avenues to a medical appointment at the University Hospital. The bus was standing-room only, packed with U. of U. students and other people headed to campus or the Medical Center.

I know that University students pay for bus passes as part of their student fees, and that many students who live in the middle and upper Avenues depend on the Number 6 bus to take them to campus, especially after regular service on the Number 11 route was eliminated. I also understand that the University tries to discourage people from driving private vehicles to campus.

If you go ahead with your plans, there will be no direct link from the middle and upper Avenues (above 3rd Avenue) to campus, University Hospital, Primary Children's, Huntsman, Moran, etc.

I have been a regular rider on UTA buses for many years and appreciate the service they offer. However, I think twice about using the bus if it means having to transfer from one route to another, which may mean a wait of up to 30 minutes. Have you calculated how many Avenues residents will revert to driving to their cars rather than going through the time-consuming aggravation of transferring from the proposed extended 209 route to another route on South Temple or 200 South?

Please reconsider this idea. Getting rid of the Number 6 route would be a big mistake

Customer providing feedback regarding the changes that are proposed for August.

She and many others live in the Rose Park area on or near 1300 N Redwood and the neighborhood surrounding it.

If the 217 bus gets removed from this area and ends at the blind center, many people will be inconvenienced as a result of the change.

The 217 should remain as it is.

Customer wanted to thank the operator on route 21. She was trying to log into the public meeting for August Change Day and he helped her get connected and gave her directions for where she needed to go.

Customer submitted this commendation while attending the public meeting on 3/17/22.

The customer hates the proposed changes to the route 6 in August. She knows that the 209 is supposed to be changed in a way that kind of services the same area as route 6, but in reality it will not help people who live in the avenues. Route 6 has a long stretch on 6th Ave where there is a Smiths grocery store. The proposed changes to the 209's route will not cover any of this area; it will also not get close to the University.

This is just a really bad plan, and really doesn't take customer's needs, feelings, or convenience into mind. It's not like people in the Avenues can just up and move, especially in this housing market. Removing the route 6 will really hurt people who live in the Avenues, and the customer wishes UTA would consider their customer's needs before making such an obviously bad decision.

The planners have no idea what they are doing, probably never ride the buses at all, and make their ill-informed decisions from an office chair.

The customer is calling to give feedback about proposed changes to the 217 for the August Change Day. The proposed change would have the 217 stop servicing neighborhoods north of the State Office Buildings. He is worried that the people that live in that area will be hurt by this change and worries that the UTA OnDemand won't be adequate to make up the difference.

Customer would like to give feedback regarding the changes for August.

She heard the route 6 was going to be discontinued and replaced with the Route 1. No one can tell her the times that this bus will run so she can't properly give her feedback on if these changes are good or not.

Knowing more concrete times for this service would help her provide proper feedback about the changes.

The customer is trying to send a comment for the August changes regarding RT 209 and unclear if it went through or not.

The customer continues:

Rt 209 / It feels like insult to injury. You cancelled 307 and I have to leave 20 minutes earlier with Rt 209 and now you are going to get rerouted to the avenues or we have to transfer to a route on South Temple.

People in my area , used to take 700 E , Rt 307 to Downtown and Rt 209 is now earlier but takes longer . With the proposed changes it will take even longer...

It appears that instead of making changes convenient for the passengers. UTA is forcing them to other alternatives.

Years ago, UTA told everyone to just transfer to the TRAX and then have to take a bus to your destination.

I want to make sure my concerns will be heard.

UTA Board meeting comments Feb9 re UTA needing 100 bus drivers

Please plan on long term bus driver staffing salaries and shifts. Several years ago, we publicized and pushed for higher salaries when UTA was down over 100 drivers. You raised wages but we are again at a point where UTA needs to hire 100 more bus drivers by August!

UTA needs to develop a long term bus driver employment system to stop the turnover that makes management look questionable. Split shifts and relatively low wages for drivers who are responsible for rider safety and dealing with the problems of mask wearing and homeless altercations are not being addressed. Salaries should be much higher and split shifts should be minimized.

Please address bus driver respectful salaries and working conditions.

A recent report is applicable: Invest in Transit Equity, Invest in Transit Workers.

Comment: Again I was hoping to see route changes that would make it easier for people like me to get to Trax. I am well served in The Avenues to go East-West to downtown or The U but going to the 4th South Trax stations is inconvenient to say the least. This could be rectified by linking Routes 6 and 209 at the intersection of South Temple and 9th East. In fact this should be a recognized transfer point. Better yet: combine or alter the routes with Route 6 going south on 9th East and Route 209 going east on South T

Customer lives near 1700 N Redwood and takes the 217 bus daily from there to the SLCC college on Redwood Road.

She feels that the removal of that north part of that route needs to be reconsidered. There are lots of people that take this bus from that area that would be inconvenienced by this change.

Comment: I am commenting and or complaining about bus line 520 and 519. I was wondering if it is possible to keep these bus lines running? They are important to many working and running errands Rose park residents including myself. Thank you in advance in keeping these busses.

The customer would like to speak to a service planner about the proposed changes for Aug 2022 change day. She rides route 209 from 5600 S @ 900 E at 04:00 am and gets off at North Temple and State St. She says the route makes it hard for her to make it to work on time with this time frame and would like to know if this route could start a little earlier than 04:00. She also would like to know if we plan on installing a bus stop on North Temple closer to West Temple. There is a stop on the southwest corner of North Temple but nothing on the opposite corner which would be the east-south corner. That is a long walk if someone wanted to go eastbound using the suggested route changes. (The change is the route will no longer go up State St and North Temple). *She would like to speak to a service planner about these changes because if we do change the routes she most likely will not be able to use UTA to get to work or be on time to work. She would like a phone call and if can't be reached please email her.

Comment: When will the 313 or 354 Fast Bus routes resume?

Comment: I am a regular rider and work at this is the place park and ride #3 and #9 on a daily basis, including Saturday. A coworker who also rides #3 said he was told the route to this is the place is being discontinued. I am a new employee and accepted this job last fall because it has bus accessibility. I was actually hoping the was would increase its frequency or at least start earlier, as the first shift of the day once weather improves will actually start at 0600. I am a hive pass holder and a rider of 40 yrs

Comments from Public Meeting

I saw that the 205 route was reduced to 30 during the COVID-19 pandemic and now that change will become permanent. I feel strongly that this bus should run every 15 minutes Monday-Friday so the people of South Salt Lake can access opportunities downtown and easily commute to jobs within the metro area.

The proposed changes to 3 and 223 will drastically affect my ability to get to and from work at this is the place

Route 6 and 3 are my only option to get downtown and board route 200 or trax on my way (route 6 at 5:52 a.m.) and from work(125404), also the only options to reach the LDS Hospital and Smith's grocery store in the Avenues, The U of U as well as The Sweet Library also in the Avenues, the stops I usually wait for these buses are for route6: 118183 / 125404 /118123/118116. Route 3: 118044/118029/117002. What route is going to serve these stops? With all due respect, who decides these changes? someone at a corporate office and not someone who has actually the need to ride public transportation and needing to get to work via public transportation? Thank you for the opportunity given to comment on this issue.

I agree with the changes.

very interested in proposed changes to the 209

The Avenues route changes are EXTREMELY TERRIBLE!!! This is WORSE transit coming as these REDICULOUS changes would require transferring buses on my DAILY trip to/from the UofU doubling/tripling my commute time. DO NOT CHANGE THE AVENUES ROUTES!!!

I am an employee at the Division of Services for the Blind and am very upset at the proposed changes to route 217. This will affect many blind employees and consumers! Please reconsider!!!

How many Paratransit riders will be affected by the rout changes ?If fixed bus routes are cancelled or changed (whole routes or partial routes) and not replaced or replaced with "On Demand" or other type of service, these will no longer be considered fixed routs and , therefore, many Paratransit riders will no longer be able to ride Flextrans if they live or work 3/4 miles or more from a fixed bus route.Will UTA continue to follow their company policy of doing the absolute minimum when it comes to the ADA or will they become a public service company that actually serves all the public and change their company policy to go beyond the ADA minimums?

What are UTA's plans to return express service to and from the University? As a major destination that is tucked in a corner of the valley, express routes that run parallel to TRAX along Millcreek, Holladay, Cottonwood Heights, and West Valley have diminished over the years requiring longer lead times in order to try and use TRAX.

Will Paratransit Services be discussed?

used to live in Utah, one concern is that 9000 S the route has been completely tweaked, route 218 went to Sandy TRAX station but now he can't get there unless he takes Uber. The change in service is a pain, would appreciate that coming back for weekend use. Could the On Demand service be used for this person (gave address)?

how many paratransit riders will be impacted; policy to do the minimum re: ADA; accommodating needs maybe extending 3/4 mile limit; looking at individual cases to look at variations on policy

would really like for UTA to provide Sunday service on FR - doesn't know why we haven't yet, esp since TRAX operates on Sundays and can't travel on Sundays when he's in town or it takes forever. It would be awesome if Sunday service was added; curious about operational challenges for sunday service; would UTA consider express rail service from UT county to Tremonton

expand 821 to walmart, paratransit rider, 3/4 mile limit is not always easy to get a ride where he needs

expanding free fare february? Says people may not know about the hive pass; need additional information out for customers

comment about infrastructure bill and whether it could speed up 5YSP or implementing new service? Hear about not having the resources to not be able to do a lot of things, but the money will that help with the plans?

looking forward to Vineyard station, appreciates the presentation made through zoom so as many people can get updated

Is 602 considered OGX, electric bus and initial free fare? - No, will be a regular route until OGX opens and then it will be incorporated in 2023, plan for the buses to be electric eventually

the impact these changes are going to have huge impact, and the service needs to start at an early hr to get us to work, that is what normal people with normal jobs do. Route 6 and Route 3 are the only way to get downtown to transfer to either route 200 or trax to work. mainly route 6at 5:50 a.m at stop 118183. Also how about to get to Smith's in the Avenues and LDS hospital? too many irrational transfers

route 209 is going to use all the stops that number 6 I currently using?

what bus will be going to LDS Hospital which is on 9th Ave & B/C street?

Route 1's maps shows a bus stop on North Temple Bridge (Guadalupe) Is this correct?

I also would to know what bus can we catch to get to North Temple and 1940 West from 9th North & Redwood Rd.?

Bring back 20 minute frequency for trax on weekends or at least Saturday! Trains are crowded on Saturday

What plans are there for trax at the Airport?

route 6 stop 118183 at 5:55 a.m, would this early schedule will be kept?

I appreciate having the F453 extended to downtown, but what about people who need a guaranteed transfer from the proposed UTA on Demand to downtown Salt Lake?

I would also appreciate 20 minute frequency on the weekends for work.

The Avenues changes are completely UNACCEPTABLE for the loyal Avenues riders who commute DAILY to the University of Utah. It is just NOT feasible to for anyone living above ~3rd avenue to have to transfer to from route 209 to route 1 as it would likely double or trip the commute time each way. The avenues streets are quite steep and would be very difficult for most riders to have to walk to/from South temple to catch the #1. I understand F11 may be an option but it doesn't run on weekends and also not very frequently - nor does it run downtown. You say 209 will run in it's the "same area" but it's MUCH more difficult to walk even 1-2 blocks UP HILL in the Aves. Avenues riders, like myself live in the Avenues because of the superior public transit service. These changes, while they seem reasonable on paper are just not practical for riders.

I totally agree with the avenues comment

when I take route 6 to downtown and transfer to 200 I usually hop on 200 at stop 117002, where is going to be the closest stop that route 6 will drop me off?

How was the 5 year service plan developed? I don't believe there was any input from actual riders in that plan! Can we see that plan?

More notice needs to be given for these major changes. The only notice I saw of these Aug 2022 changes was a sign posted on the bus stops. Which was great but they weren't posted until last week - well after the Public Comment period started. Also, when I tried to see the August changes on the website it still had the August 2021 plans and wasn't updated until just a few days ago so there hasn't been much time to really study/understand these changes. I appreciate your presentation tonight and the opportunity to comment, but more public hearings would be appreciated for those who were unable to make this one and only option. ~ Thanks for your time and efforts! Gotta go catch my bus now! :)

operators at option 5 have although super nice have absolutely no clue to answer any question on this regard

Will the On Demand be coming to Utah Vally?

What is on demand

so why are they making all of these changes?

what is on demand service?

will On Demand have accessibility for 2 wheelchairs to ride together?